



Navy News

THE NEWSPAPER OF THE ROYAL NAVY

PUBLISHED MONTHLY

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No. 218 19th YEAR

AUGUST, 1972

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Meet the Navy—and Judy will be there



Princess calls on the galley

Leading Cook Ron Peckett had a surprise visitor to his galley in H.M.S. Aurora, when Princess Margaret made an unannounced call during her stay aboard.

The occasion was the presence in the Thames of the Standing Naval Force Atlantic, in which the Aurora is the Royal Navy representative.

The frigate and H.N.L.M.S. Evertsen were berthed alongside H.M.S. Belfast, with other ships of the force at Greenwich.

A heavy programme included many VIP visits, the highlight for the Aurora being the arrival of Princess Margaret, who lunched in the wardroom.

She was given a memento of her visit by Commodore John D. E. Fieldhouse — a crest of the Standing Naval Force.

Princess Margaret has a word with Leading Cook Ron Peckett in the main galley of H.M.S. Aurora.

Picture: Milton Zoom



Meeting the Navy this month will be hundreds of thousands of people flocking in for the annual Navy Days excitements (details on pages 10 and 11).

One who cannot fail to get a big welcome will be Judy Kay, who hopes to make friends with the Royal Navy, Judy is certainly "appealing,"

and that is her job — as a member of the staff of Action for the Crippled Child (slogan of the National Fund for Research into Crippling Diseases).

Address: 1a, Springfield Road, Horsham (Sussex).

THANKS -IN GOLD

Flying mainly in total darkness, in blustery winds and heavy rain, Royal Navy Wasp helicopter pilot Lieut. Richard Seymour remained at the controls two-and-a-half hours to rescue 13 Chinese from the grounded Liberian freighter Oriental Falcon.

His ship, H.M.S. Yarmouth, was re-entering Hong Kong's Victoria Harbour after spending four days at sea while Typhoon Susan threatened, when

the freighter's SOS was intercepted. She was aground on a reef 140 miles away.

(Continued on page 40)



Commander David Cowling, captain of H.M.S. Yarmouth, receives a gold plaque in appreciation of the ship's rescue.

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DRAFTY'S**CORNER**

To be fair is the aim

There are still some men — and more wives — who think that drafting is not always fair, and they usually quote another man who, they state, has had all the perks while they personally have had several green rubs.

During lectures and visits by Drafty's staff there is usually someone who is convinced that it is just a case of a ship's officer phoning his chum (if he has one in the drafting team) and the drafting regulations can be easily broken.

Or if he hasn't a chum in the drafting world, then it may be slightly more difficult, but with perseverance a bending of the rules can be achieved.

This is nonsense and those who argue this way rarely have all the facts or take care to compare like with like.

Telephone aid

Of course the telephone is an essential piece of equipment for the drafting staff, just as much as it is to anyone else. We simply could not cut ourselves off completely and carry on drafting men,

arrange career courses and do many other things which are essential, without it.

Things generally run fairly smoothly in the drafting world, but with 50,000 customers one is never far away from a crisis which usually arrives very unexpectedly and has to be dealt with quickly.

It may be a case of sickness, welfare, change of operational programme, finding a man to fill a billet at sea in an emergency, or a host of other things.

These problems can quite often become aggravated; for example, the need to match a particular specialization, or to find a man quickly who may be in what is a temporary shortage category, can in some cases cause a quick move round for more than just one man.

All the facts

This is where Drafty's telephone is essential. He has to know all the facts about the crisis situation quickly, as well as know the facts about the men available to meet the requirement. If a man has to meet an emergency com-



arly for those men due for sea service, are rarely permitted, and even if they are allowed, every effort is made to ensure that it will not be at the expense of another man.

It is hoped that it will be realized from all this that the first principle of Drafty's Rules is fairness between individuals, but remember when making comparisons that men of different rates and SQs have different sea:shore ratios.

'Home' visit by Torquay

The resort of Torquay has been visited once again by its own warship — the frigate of the same name which has completed conversion and refit at Chatham.

H.M.S. Torquay is the first British warship to be fitted with CAAIS (computer assisted action information system), and her accommodation is among the most up-to-date in the Fleet.

The ship was left with a magnificent cake recently, when the recommissioning service had to be cancelled due to the Service mourning following the death of the Duke of Windsor, and it was presented to the Brixham Seamen's Boys' Home.

"Take a letter to the Swop Draft column, Navy News . . . Admiral, quiet number in popular city will change for seagoing billet with anyone, any time, anywhere."



SWOP DRAFTS

The following ratings are anxious to exchange drafts. Anyone interested should write to the applicants direct.

K. Bonell, LSTD, H.M.S. Collingwood. Drafted to H.M.S. Charybdis, October 26. Will exchange for any shore base or refitting ship in Portsmouth area.

J. A. Barnett, LMEM, H.M.S. Penelope. Drafted to H.M.S. Caledonia, September 4. Will exchange for any Plymouth shore base or Devonport-based ship.

L. R. Rogers, LSTD, Staff of C-in-C Portsmouth, Admiralty House, Portsmouth. Drafted to H.M.S. Danae, October 23. Will exchange for any Portsmouth-based ship or establishment.

A. J. Samuels, CK(B), H.M.S. Ulster. Detailed H.M.S. Collingwood (over six months), October 13. Will exchange for any ship or establishment, preferably ship.

L. Prior, RO2(G), 3D1 Mess, H.M.S. Tiger. Will exchange for Home Sea Service, Rosyth (preferred) or Portsmouth.

T. D. Sheen, AB(UC Star), H.M.S. Fox. Will exchange for any Chatham or Portsmouth-based frigate.

D. B. McLeod, AB(UW2), H.M.S. Rapid (Home Sea Service Rosyth). Will exchange for any southern-based ship or establishment.

I. Robertson, MEM1 (AMC pending JBD or ICE), Mail Office, H.M.S. Sultan. Being drafted to Amphibious Training Unit, RM, Poole for 12-18 months. Will exchange for any Portsmouth base.

D. Clarke, AA2, 848 NACS, Cudrose. Being drafted to A.E.S. Lee-on-Solent for Instructional Duties. Will exchange with any AA1, AMN1, AA2 or AMN2 detailed Cudrose.

H. Benney, AB(RP2), H.M.S. Salisbury. Being drafted to H.M.S. Osprey (six to nine months), October 26. Will exchange for any shore base in Plymouth area.

H. R. Stenhouse, PO(UW1), H.M.S. Kelp. Being drafted to H.M.S. Ganges (over 18 months), October. Will exchange for Portsmouth area, preferably H.M.S. Vernon.

T. D. Senior, LMEM, H.M.S. Lochinvar, West Lothian. Will exchange for any Portsmouth shore establishment.

A. C. M. Cook, AA2(A/E), N.A.S.U. Cudrose. Will exchange for Portland and/or D.L.G. Flight (Wessex Mk. 35).

H. A. Crook, CPOSA, H.M.S. Camperdown, Tay division, RNR, Dundee. Will exchange for any shore base or ship in refit, Chatham, Rosyth or Portsmouth.

C. J. Shewring, AB(RP2), H.M.S. London. Detailed H.M.S. Brighton, November. Will exchange for anything staying in U.K. waters, Portsmouth or Chatham based.

G. E. Woollacott, LCK, 2EA2 Mess,

H.M.S. Ark Royal. Being drafted to R.N.A.S. Cudrose, September 8. Will exchange for Plymouth shore base.

P. D. Cannon, OEM1, P4A Mess, H.M.S. Collingwood. Drafted to H.M.S. Tiger, October 9. Will exchange for any Portsmouth based ship.

C. R. Walton, LMEM, ST2 Mess, H.M.S. Ark Royal. Drafted to H.M.S. Pembroke, FMU, September 4 (over six months). Will exchange for F.M.U. Devonport or any Plymouth area shore base (over six months).

G. Mills, LS(GL2), Field Gun Crew, H.M.S. Excellent. Detailed H.M.S. Antrim for G.S.S. October 27. Will exchange for any shore establishment in Portsmouth area or Home Sea Service ship.

J. S. Utley, A/LRO(W), Saintes Block, H.M.S. Warrior, Northwood, Middlesex. Being drafted to H.M.S. Argonaut (over six months), November 2. Will exchange for H.M.S. Bristol or any other Portsmouth based ship, or shore establishment near Portsmouth.

J. F. Russell, MEM1, H.M.S. Cleopatra. Being drafted to H.M.S. Victory for H.M.S. London (LRP) (12-18 months). Will exchange for similar draft, Devonport.

HELPED THE AGED

Officers and chief petty officers from the R.N. Supply School, H.M.S. Pembroke, attended Chatham Town Council to receive thanks for work done by the school's Help the Aged project.

These barges 'pack a punch'

It's fair bet that the people who built Britain's canals never visualized the day when "warships" boasting guided missile equipment would be patrolling their waters.

Now on a grand tour of some of the inland waterways of the country are ships of the Royal Navy's Canal Barge Fleet — and, as will be seen from the picture, one of them bears a striking, if scaled-down, resemblance to a County class guided missile destroyer.

Job of the four mini-ships of the Fleet is to carry a small careers exhibition to cities and towns served by inland waterways where real destroyers, frigates and submarines are never seen.

First two of the barges are the 60ft. G.M.D. and a Polar submarine, and these are being followed by a Leander-class frigate and a new type 42 destroyer.



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Doleful Dora on the dole

The expression on the face of Dora, the puma, may have been even more glassy-eyed than usual on June 23 (even though the puma's a stuffed one). That was the day she lost her job — for the time being, anyway.

Dora, a gift from the City of Monterey, California, was the mascot of H.M.S. Puma, the 2,200-ton Leopard class anti-aircraft frigate which paid off in Portsmouth.

H.M.S. Puma was adopted by the American city to which she paid her last visit last year when the ship's company enjoyed a week of Californian hospitality.

Cdr. Neil Grant, the ship's commanding officer, is being made an honorary Sheriff (Freeman) of the city.

But, to return to Dora, Cdr. Grant has said that the mascot, and other trophies, would probably be handed over to a school with which his ship has had links — on the understanding that they would be returned if the ship were recommissioned, or another ship of the name was built.

films
for the
leet

It's history

History (mostly the violent kind) comes alive with a vengeance among the latest films issued to the Fleet by the Royal Naval Film Corporation.

Four of the six films listed this month deal with historical subjects with a galaxy of the cinema's brightest stars taking the viewer back in imagination to the times of Oliver Cromwell, Napoleon, the pioneers of the North West Territory, and the negro slaves freed by the American Civil War.

Richard Harris leads a kind of double life, popping up first in Cromwell's England and then being reincarnated a couple of centuries later among the North American Indians.

And a star-packed cast relives one of history's best known and bloodiest land battles in an absorbing and spectacular blow-by-blow account of Waterloo.

It's a far cry from the date-filled history books of schoolday memories.

The lovely lady is Francine York, soon to be seen by Navy film fans as a belly dancer in "Cannon for Cordoba," a forthcoming attraction for the Fleet.

ST GEORGE AND THE MUMMERS

A happy event occurred on July 7 when 10 officer candidates in training at H.M.S. St George, Eastney, all became mummers (just for the day).

Their dress of the day was Plantagenet rural rather than new Elizabethan naval, since it comprised red stockings, white smocks, felt hats and coats full of brightly coloured ribbons.

Thus garbed, the team toured various South Downs villages presenting a medieval mummers' play to raise funds for the children's ward at St George's Hospital, Hyde Park Corner, London.

Mumming plays, presented by wandering players, can be traced back to very early times. In this case, the rustic ritual centred around St George being challenged to a fight by a Turkish knight.

After a terrible combat, one of them is slain, only to be subsequently revived by a "doctor," after which a collection is made and everybody lives happily ever after!

The 24-hour tour, interspersed with performances of the play, and other rural revels, took the St George mummers to South Harting, Elsted, Treyford, Bepton, Cocking and Midhurst. It was all part of an initiative test.

BELOW: The naval mummers tour Harting village blowing bugles to announce the start of the performance.



... And it's
where the
best plots
are found

Here's the list:

Cromwell — Richard Harris, Alec Guinness. This piece of history introduces Cromwell, the country squire, a bigot over his religious convictions, and dissatisfied over the way the country is being ruled. Presented with conviction, with much drama and action, the film provides epic entertainment. Columbia Warner. No. 957.

Man in the Wilderness — Richard Harris, John Heston. After being mauled by a bear in the North West Territory of America in 1823, a trapper is at death's door. But he recovers and, with the help of Indians, manages to catch up with the party who left him for dead. A gripping story, well photographed. Columbia Warner. No. 958.

Gumshoe — Albert Finney, Billie Whitelaw. More or less as a joke, a Liverpudlian bingo caller puts an advertisement in a local paper offering his services as a private investigator. Some incredible events result. It's a very good send-up of the tough private-eye thriller of a generation ago. Columbia Warner. No. 959.

Waterloo — Rod Steiger, Orson Welles, Christopher Plummer. The filmed story of the defeat of Napoleon at the Battle of Waterloo is well and excitingly told. As a piece of dramatised history it is thrillingly arranged. Columbia Warner. No. 960.

Play Misty for Me — Clint Eastwood, Jessica Walker. A disc jockey, after having a one-night affair, finds that the woman is determined to continue the association. It's an unusual role for popular Clint, and the film provides plenty of shock thrills and excitement. CIC (Universal). No. 961.

Buck and the Preacher — Sidney Poitier, Harry Belafonte. After the American Civil War the freed negro slaves are thwarted in their attempt to drive back to the West. A dishonest preacher joins the wagon train for what he can get. It's a rattling good adventure story with a plot which is both unique and historically accurate. Columbia Warner. No. 962.



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RUGBY TALENT SPOTTERS BUSY

SPORT SPOT

BELOW: The U.S. Portsmouth talent-spotting trio: (left to right): Tug Wilson (second squad coach), Bob Easson (skipper) and Harry Sever (first squad coach).



Catching them young

The search is on, in the Royal Navy's various commands, for future R.N. rugby players. Right now many a junior Jack could be taking his first tentative steps towards a Twickenham appearance simply by asking for a command under-19 trial.

Every autumn the Inter-Command Under-19 Rugby Tournament is held at either Portsmouth or Devonport with teams from Pompey, Plymouth, Scotland, Naval Air and Royal Marines competing for the Wildfire Trophy.

This year the tournament, which doubles as a Navy under-19 trial, takes place at Portsmouth on Thursday and Friday, October 19 and 20.

Command teams are selected from players who are under-19 on September 1.

Thirty players are selected from the tournaments to form an R.N. under-19 squad for the season's 15 representative matches.

If you are the right age and consider yourself good rugby material, ask your command representative for a trial.

Command representatives are: Portsmouth — Lieut-Cdr. B. Rayner (H.M.S. Vernon, ext. 2428) or PO(PTI) A. Croser (H.M.S. Collingwood, ext. 233); Plymouth — Inst-Lieut. R. Thomas (H.M.S. Figgard, ext. 420); Scotland — PO(PTI) D. Brewin (H.M.S. Caledonia, ext. 2905); Naval Air — Inst-Lieut. L. A. Rowntree (H.M.S. Daedalus, ext. 343) or CPO J. Gibson (R.N.A.S. Yeovilton, ext. 494); Royal Marines — Inst. Lieut-Cdr. J. A. Phillips (CTCRM Lympstone, Ext. 247).

A trio with big ambitions

If you like rugby, but don't think you are much good at the game, you could be in for a surprise.

Three persuasive rugby men called Bob, Harry and Tug have been touring establishments in the Portsmouth area looking for hidden talent.

THEIR TARGET

So, you could become part of an upsurge in the fortunes of the United Services Rugby Club, because that is a target to which Bob Easson, Harry Sever and Tug Wilson have dedicated themselves.

Their aim is "to put the club back where it was ten years ago when it had a terrific fixture list."

Skipper Bob Easson explained that the club has started a system of four squads, each of 18 to 20 players with their own team and coach.

SQUAD SYSTEM

The first squad, coached by Harry Sever (now to be the new Navy coach), serves a team which meets some of the country's top clubs.

The second squad, coached by Tug Wilson, is in reserve for the first team, and, with the other two squads, provides competitive rugby and a promotion route to the first team for up and coming players.

With these three men — all well known in Service and Hampshire rugby circles — at the helm, things are humming at the U.S. ground.

TRAINING

Training began on July 3, and, having won the Hampshire Cup last season, the club qualified for the national knock-out competition, the first round of which is on September 10.

If you're in the Portsmouth area and you respond to the search for players for this club, which has supplied many Navy representatives in its time, you'll find them training on Mondays and Thursdays at 1800.

FLEETSPORT

H.M.S. Jupiter was certainly the jolly Jupiter after winning a two-day sports tournament at Plymouth in competition with other ships taking part in Exercise WESTHO.

During the harbour phase, teams from about 20 ships — including members of NATO's Standing Naval Force Atlantic — competed on July 18 and 19 at soccer, hockey, volleyball, brighter cricket, swimming relays and athletics relays.

There were also sailing events, individual competition at tennis, squash, angling and golf, and a cricket match between

Joy for the jolly Jupiter

the Fleet and Devonport Services, won by the latter.

The tournament totals were: 1, H.M.S. Jupiter 22 points, 2, H.M.S. Ark Royal 20, 3, H.M.S. Blake 15, 4 equal H.M.S. Jaguar and the Submarine Refit Group 14.

Bass on Phil's lunch menu



NAM(A/E) Philip Deering was enjoying his lunch break fishing from the coaling pier at Portland naval dockyard when this 5½lb. bass took a fancy to the rag worm on his 15lb. line. So Philip secured his catch and rushed up to the Osprey photographic section.

Philip works at R.N. air station Portland in a subsection of the R.N. School of Aircraft Handling which instructs small ships' flights in helicopter handling and firefighting.

It is full of keen fishermen who have their own league of best catches.

Picture: LA(Phot) Stewart Kent.

TWO U's TUSSLE FOR SQUADRON TITLE

H.M.S. Ulster's sportsmen avenged last year's defeat and became "Cock of the Squadron" at the Second Frigate Squadron's sports day held at H.M.S. Osprey on July 7.

The Ulsters held off a strong challenge from H.M.S. Undaunted's team, who proved to be unbeatable in the tug of war and novelty events, such as passing the can, and chariot races.

Teams from H.M.S. Penelope at Devonport and H.M.S. Matapan at Portsmouth joined those from H.M. ships Undaunted, Ulster, Exmouth, Palliser, and Grenville assembled at Portland.

Track and field events gave the prospective Dave Bedfords a chance to show their paces, and there was a more sedate race for the veterans and a bicycle race for commanding officers — which was notable for the smoke it produced if not for the riding skills!

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One of the 'P and O Line'

Ships of the Royal Navy

No. 201—H.M.S. WALRUS
She's in Pompey Navy Days

The big, sophisticated, nuclear powered fleet submarines, and those fearsome 7,000-tonners, the Polaris boats, are undeniably the star turns of the underwater world.

But visitors to Navy Days this month will be reminded that much of the work undertaken by submarines is carried out by the trusty work horses of the Porpoise and Oberon classes — the Royal Navy's "P and O Line."

Men of the Porpoise class boat, H.M.S. Walrus, are currently making sure that this is not forgotten.

In July, the Walrus programme of "public appearances" was scheduled to include a trip to Manchester with H.M. Submarines Grampus and Alliance (July 7-11), and a berth at Portland's Open Day's on July 22 and 23.

She is also among the attractions at Portsmouth's Navy Days — August 26, 27 and 28.

Eyes and ears

In the 1950s, H.M.S. Porpoise, first of the class, was the first operational submarine designed since the second world war to be accepted into service. But the Walrus, planned as the eighth and last member of the class, embodies many of the design features of the 13 Oberon class boats which followed close behind the Porpoises.

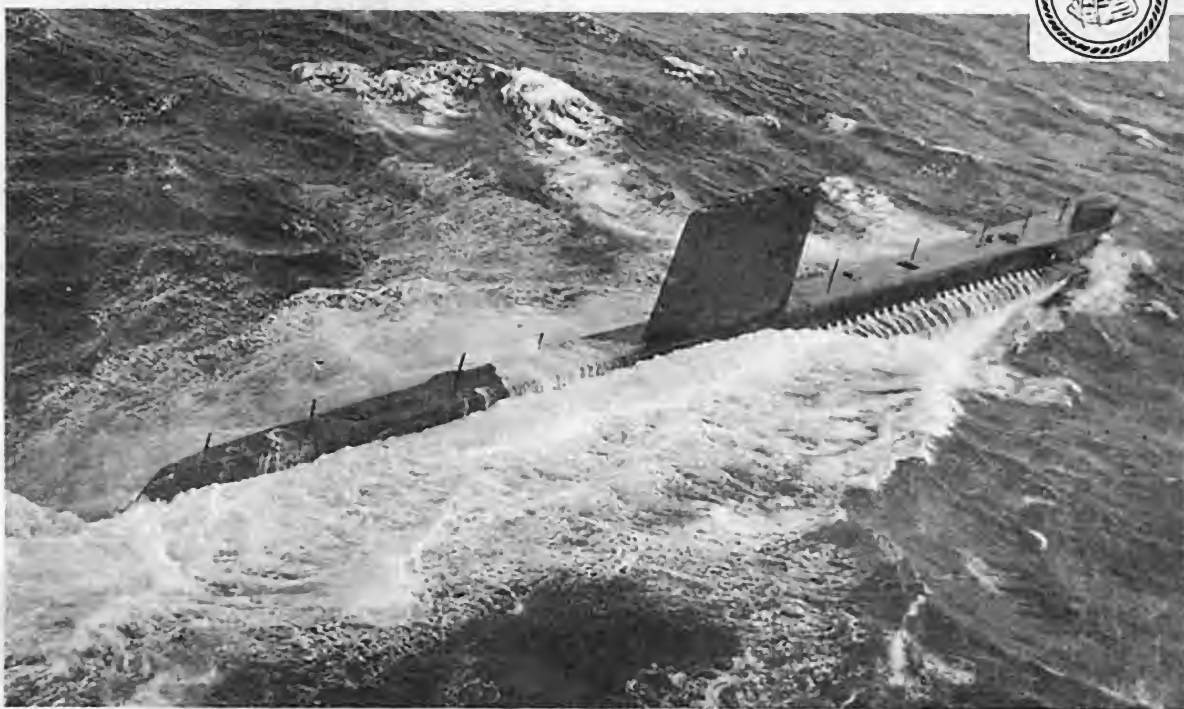
Built by Scotts, of Greenock, the Walrus was laid down on February 12, 1958, and launched on September 22, 1959, by the Duchess of Gloucester.

H.M.S. Walrus is armed with 21-inch torpedoes — both straight running and homing — and has a large reload capability.

Modern Sonar listening devices, high definition radar, and transmission intercept equipment are her "eyes and ears," and she is able to lurk for long periods under water, "breathing" with the aid of her snorkeling system.

The Walrus first commissioned on February 10, 1961, to join the Third Submarine Squadron at Faslane. During her first two commissions she took part in many major exercises, as well as spending three months in the West Indies in 1968.

Later that year she entered Devonport Dockyard for her second refit, recommissioning in December, 1969, for service with the First Submarine Squadron, based at Gosport.



Walrus—hot stuff at water polo



Like most submarines, H.M.S. Walrus is necessarily a far from spacious "home from home" for her seven officers, 21 senior ratings and 40 junior rates.

Visitors, noticing that living accommodation is somewhat cramped, are usually assured that "most submariners think this is more than offset by a responsible job with a more free and easy atmosphere and generous submarine pay. Not all submariners are volunteers, but very few ever want to return to general service."

The Walrus, whose commanding officer is Lieut-Cdr. A. W. M. Stephens, has first lieutenant, engineer, electrical, Sonar, navigating and torpedo officers, and senior rates who are experts in the use and maintenance of the submarine's complex equipment.

TEAM SPIRIT

In their confined world beneath the sea a strong team spirit grows up among submariners. The Walrus water polo team were runners-up in the Portsmouth Command competition and have provided one player, LRO Roger Parsons, for the Navy team.

Another outside interest for men of the Walrus is in Ward E.3, their adopted ward at the Great Ormond Street Hospital for sick children in London.

Visits to the ward, with toys, records and books — and for a chat with the young patients — are much appreciated.

ON WATCH IN THE WARD



H.M. Submarine Walrus slices through the sea to provide a fine picture for our "Ships of the Royal Navy" series.

Smart salutes from two of the young patients in Ward E.3, H.M.S. Walrus's adopted ward at the Great Ormond Street Hospital for sick children. Looking on is AB Winiarczyk.

PHOTO POSTCARDS

Postcards of H.M.S. Walrus or any other ship in this series are obtainable from Navy News, Dept. P.C., R.N. Barracks, Portsmouth, PO1 3HH, price 5p each (50p per dozen). Stamps, postal order or cheque.

A standing order for the supply of each new card on publication for 12 issues can be arranged on receipt of postal order or cheque for 70p.

Albums to hold 64 Navy News postcards are 75p each (including postage).

Other ships in this series are:
Abdiel, Achéron, Achilles, Adamant, Agincourt, Aisne, Ajax, Alamein, Albion (pre-mod.), Albion (mod.), Alderney, Andrew, Andromeda, Antrim, Apollo, Arethusa, Argonaut, Ark Royal (pre-mod.), Ark Royal (mod.), Armada, Ashanti, Auriga, Aurora, Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick, Blackpool, Blake (pre-mod.), Brave Borderer, Brighton (pre-mod.), Brighton (mod.), Britannia, Broadsword, Bulwark (pre-mod.), Bulwark (mod.), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester, Cleopatra, Corunna, Cumberland, Dainty, Dampier, Danae, Daring, Dartington, Defender, Devonshire, Diamond, Diana, Dido, Dreadnought, Duchess, Dundas, Eagle (pre-mod.), Eagle (mod.), Eastbourne, Echo, Endurance, Engadine, Eskimo, Explorer, Excalibur, Exmouth, Falmouth, Fearless, Fife, Finwhale, Fourth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Grafton, Grenville, Gurkha, Hampshire, Hardy, Hartland Point, Hecate, Hecla, Hermes, Hermione, Hydra, Intrepid, Jaguar, Juno, Jutland, Kent, Kenya, Layburn, Leander, Leopard (pre-mod.), Leopard (mod.), Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London, Londonderry, Lowestoft, Lyness, Lynx (pre-mod.), Lynx (mod.), Maidstone, Manxman, Minerva, Mohawk, Mounts Bay, Murray, Naiad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Olwen (formerly Olynthus), Orpheus, Osiris, Palliser, Penelope, Protector, Plymouth, Porpoise, Puma, Rapid, Reclaim, Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Rhyol, Roebuck, Rothesay, Russell, Salisbury (pre-mod.), Salisbury (mod.), Scarborough, Scorpion, Sealion, Sheffield, Shoultan, Sidlesham, Sirius, Striker, Stromness, Taciturn, Talent, Tartar, Tenby, Theseus, Tidesurge, Tiger, Token, Torquay, Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Warrior, Warspite, Whitby, Woolaston, Yarmouth, Zest and Zulu.

A stranded Walrus

The name H.M.S. Walrus recalls a destroyer which, built by Fairfields and launched in December, 1917, led a 20-year life which ended on a day which proved that, for that ship anyway, 13 was certainly an unlucky number! On February 13, 1938, she went ashore on the Yorkshire coast near Scarborough, and was wrecked.

Commissioning?

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Junior 'perks':

No one is completely happy with day-to-day routine, whatever way they elect to earn their money, but my greatest annoyance with Auntie R.N. is aroused by a situation which does not directly affect me.

I refer to the routine worked by, and the treatment of, juniors in some ships and in R.N.B.

The extent to which this is the case varies from unfair assessments of their importance (their rates of pay) to direct insults to their intelligence (handing out bars of chocolate as in R.N.B.).

A junior on board an operational ship is trained to an exactly equivalent degree as an Ordinary rate, and indeed differs only in age as far as his record on arrival is concerned. Why then less money?

If a junior is old enough to have the same standards demanded of him as an Ordinary rate, he is certainly old enough to sleep in the same mess, wash in the same bathroom, and receive the same remuneration for his labours.

Young people nowadays are maturing earlier mentally, and the capabilities and common sense of a 16/17-year-old youth are much more highly-developed than in the days which gave birth to

sweet —or sour?

these outmoded and illogical routines.

I am not a junior, and never was for very long, but you don't have to be able to moo before you can tell sour milk from fresh.

These insults to the intelligence of the future leaders of the Navy are detrimental to the best interests of the Service, which in many other ways is adapting competently to the change in adolescent thinking.

Thoughtful

H.M.S. Grenville.

Young people nowadays have greater freedom, but have they greater maturity and common sense? The extent of illiteracy causes concern.

Where there may be equality of training, should there be no additional reward or privileges for greater experience?

The advancement machinery in the Navy offers a pattern of promotion and financial reward which many in civvy street would like to enjoy, but the ratio of chiefs and indians has to be kept on a sensible basis, at all levels.

Juniors are permitted by victualling regulations to have half a pint of milk daily, plus an "extra" paid for out of the victualling allowance. The extra can vary from a bar of chocolate to chocolate biscuits or potato crisps. The junior can take it or leave it. When he reaches the dizzy height of an Ordinary seaman he foregoes the "insult" and has to pay for his own "nutty."

Can these junior "perks" be truly regarded as some form of degradation? — Editor.

'Smile style'

You may sneer at any Merchant Navy opinions about Royal Navy uniforms, but a lot of what we wear is very similar.

It is important for all our sailors to look smart in uniform, especially abroad, and these suggested new styles would turn the R.N. into the laughing stock of the world.

In answer to "Old Fashioned but Loyal" (June issue) I would say that of all my working uniform, our No. 8's (very similar to the R.N.) have been the most admired by my relations and friends.

Incidentally, I have known girls go to drastic lengths to beg, borrow, or steal a No. 8 shirt from a matelot!

N. C. Baker

London, S.W.1



They always want more!

A WIFE'S THANKS

On May 6 my husband PO Garraghan, Ark Royal 5b Mess, had a major operation. He was on the danger list for 12 days after, needing many pints of blood — 29 in all.

Many men came forward and gave a pint each. These men, with the wonderful staff at the Royal Naval Hospital, Plymouth, saved my husband's life.

Thank you all many times over.

Frances Garraghan
Torpoint, Cornwall.

Airmen afloat

A member of our family has a certificate to state that they were with a Royal Air Force contingent on board H.M.S. Manchester on November 28, 1940, leading ships attacking the Italian Fleet off Cape Spartivento.

It would be interesting to know if others are still around.

(Mrs.) Joyce Sutton
Hornchurch, Essex.

Letters to the Editor

YOU'D BE BETTER

OFF 'WITHOUT IT'

With reference to "With It" (July issue) and his plea for long hair, may I suggest that he would be better off "without it."

He writes of now being in line with his civilian counterparts, and if that is what he wants he should obviously be a civilian.

It is in this field that Navy recruiting has gone wrong. A return to pre-war standards would empty the Navy of these conceited young gentlemen, but the next three years would treble the service with keen hard fighting men, who will have joined to be in the Navy — not shipborne comic opera stars.

Oddly enough, some of these gentry see themselves as moderns, little realizing that to plait their long tresses with a little tar would put them back a few hundred years.

And while I am about it, get rid of those plastic caps. At Portsmouth I saw a squad of men with caps varying from off white to dirty orange. The duty boat which came to get me was manned by what appeared to be four tatty old stokers. I was alarmed to find that these were seamen in number 8's. Pride makes a Navy.

Torpedo Gunner's Mate

Henbury, Bristol.

Assistance to authors

Mr. H. Greatorex, Daly's, New Street, Swanwick, Derby, would welcome information about T. Allan Edwardes, proprietor of the Grand Theatre Derby from 1903 to 1919, who fought with the Naval Brigade in the Boer War and at the beginning of the First World War received from the Admiralty a cheque for £500 for his design of submarine chasers which operated in the North Sea with some success. Additional facts sought about these craft.

Paul Lund (ex-lieut. R.N.V.R.), 6, Spath Walk, Cheadle Hulme, Cheadle (Cheshire), would welcome personal experiences concerning the use of landing craft in the last war.

From the Editor of Jane's

After one has been interviewed for a newspaper, it is probably not uncommon to turn somewhat pink on reading the result, especially the effect of condensing statements.

I have been reported as saying (not in Navy News) that "I don't know anyone under admiral," whereas what I thought I had conveyed to the reporter was that "Most of the lieutenant-commanders, commanders, and captains I knew in 1949 (when I became editor of Jane's Fighting Ships) have retired, so the only still-serving officers I know from those days are now admirals."

As for confessing that "I'm a rip-roaring, flag-waving Colonel Blimp," the point I was trying to make was that "Anyone as proud as I am of the Royal Navy, past, present, and future, has to be careful not to be regarded as a rip-roaring, flag-waving Colonel Blimp."

Wondering what my friends in the Navy will have made of the interview, I would appreciate the courtesy of your columns to convey this explanation.

Raymond V. B. Blackman

Portsmouth

Wanted: one officer

Following a recent recruiting campaign, we are now in urgent need of a Wren officer to take charge of 15 female recruits. The Wren officer is a vital statistic we lack.

If anyone who reads these columns knows of a Wren officer who might be willing to undertake this task, perhaps they could be persuaded to write to me. It would be a great shame to fall at this hurdle.

W. G. Webster
(Lieutenant, R.N.R.)

R.N.R. Comms. Centre,
158, Sidwell Street,
Exeter. (S9605).

Wren with a pay poser

Further to Jane Flint's letter in July's edition of Navy News, can you tell me why, because I am in the Wrens, my husband only received single man's rate of Local Overseas Allowance while serving in H.M.S. Eagle, which was on a General Service Commission in the Far East?

I myself was paying for my food and accommodation at the time.

Elizabeth Reed
(PO Wren).

H.M.S. Osprey.

An "authoritative source" in the W.R.N.S. strongly denied to Navy News the suggestion printed last month that there were "anomalies" in the rules governing Wren service.

The W.R.N.S. is geared to the single girl, she said, and, unlike the men, when they marry they can opt out.

The rules are based on the principle of man as the home-maker, who gets financial recognition when he has "to keep two homes going."

"And I like it that way," she said (personally speaking, of course). "I don't even agree with equal pay for women!"

So who mentioned Women's Lib? Anyway, that's what the girl said. — Editor.

Tyneside thanks for Bristol

While the Type 82 destroyer H.M.S. Bristol was being built on Tyneside the ship's company took a great interest in the activities of Murray House, the community centre and youth club in West Street, Newcastle upon Tyne.

They provided all kinds of help and entertainment for the Murray House members, giving talks and film shows and also doing odd jobs and repair work.

A party of officers and ratings accompanied 78 old folk to Holy Island and Bamburgh, on a day's outing sponsored by the Bristol.

Before the ship left the Tyne the ship's company fulfilled a promise to decorate the main hall at the centre.

"All at Murray House will retain happy memories of their association with the officers and men of H.M.S. Bristol," said the warden, Mr. W. Iresham.

A cheque for £405, raised by the ship's company of H.M.S. Ashanti, was presented by the commanding officer (Cdr. R. N. Blair) to Stamford House Home, Thorpe Bay, Southend.

The money may be used to provide the children of the home with a revolving sun house in the grounds.

Southend adopted the Ashanti some while ago and it was from this adoption that the link with the home developed. Ship's company members of the frigate, at present refitting at Portsmouth, raised the money by events like tombola, focsle-type horse racing, and a potato-peeling competition.

Appropriately a large photograph of the ship formed the background for the presentation picture. In the group are, front row, left to right, Cdr. Blair, Lieut. Cdr. M. Bickley (first lieutenant and president of the Welfare Committee) and L. Ck. J. R. Johnson. Standing are the Mayor of Southend (Ald. E. J. Pollitt), holding one of the boys from the home, and CPO D. Clinton.

THEN, TO SCHOOL

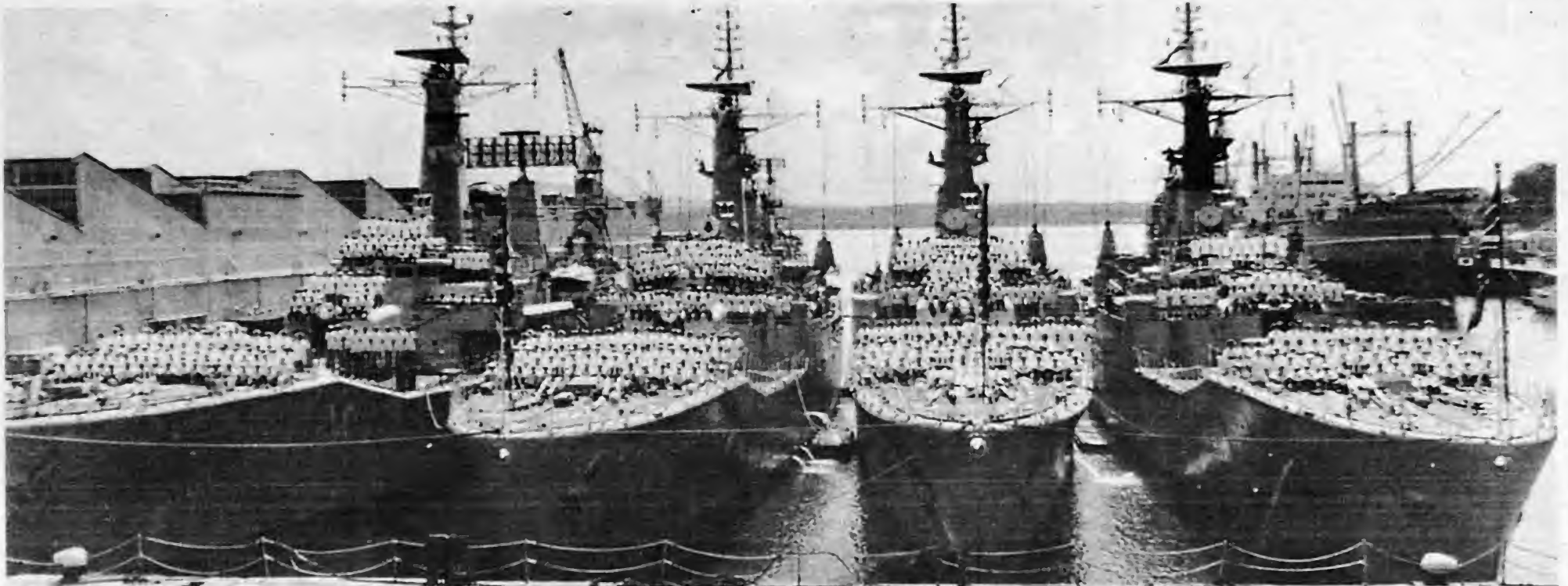
Through the British Ship Adoption Society the Ashanti is linked with the Fairfax High School, Westcliff-on-Sea, and while in the locality the visitors from the frigate called at the school. They were delighted with the large number of souvenirs and references to the ship found there and at the great interest with which pupils follow the Ashanti's activities.

Photo: Evening Echo, Southend

Ashanti link with home



FOUR IN THE FAR-FLUNG, WHERE THEY HAVE . . .



Here are the ships — and the men who man them. You may not be able to recognize "hubby or dad, but no doubt he'll be able to tell you where he was standing.

Seen in Singapore are four of the five ships on the Third Frigate Squadron — from the left, H.M. ships Diomedes, Yarmouth, Lowestoft and Rothesay. The absent H.M.S. Londonderry was on Hong Kong guardship duty.

This happy gathering, however, did not last long. Shortly after the picture was taken by CPO Kevin Woodhouse, of the Diomedes, the Yarmouth sailed to relieve the Londonderry in Hong Kong, the Rothesay moved alongside the wall for an assisted maintenance period and the Diomedes and Lowestoft sailed for Bangkok.

Traditional

Here the Diomedes and Lowestoft were visited by the Thai Queen Mother, Queen Nambi Barne, who was greeted by the British Ambassador (Sir Arthur de la Mare), the captain (F) Third Frigate Squadron, Capt. J. L. N. Ommanney (commanding officer of the Diomedes) and Cdr. M. C. Powys-Maurice (commanding officer of the Lowestoft).

The royal guest had expressed a wish to take a traditional English tea, and in the Lowestoft was served with toasted crumpets and cake.

While the Londonderry was guardship at Hong Kong "pirates" from the ship played host to 30

When a click in time — catches the missile. The cameraman manages to "freeze" it in mid-air as H.M.S. Rothesay employs her mortars.



Promotions to Chief

Authorizations for the promotion of the following ratings to the Chief Petty Officer, Chief Artificer or Chief Mechanician rate have been issued.

To CPO — D. Hawkesworth 929663; G. M. Metcalfe 945662B; A. J. Perry 888402; A. Robinson 980056; M. G. Bastow 936656X; P. M. Brown 908753; M. R. Peacock 944082; T. Carter 942108T; J. P. S. Heaton 971348V; A. F. Bristow 936380W; D. G. Harvey 9911309Q; B. G. P. Crook 921810Y.
To MAA — J. W. Pettinger M905583U; A. C. Satterfield 932078.
To CRS — A. Duffy 930639; J. E. Harris 898477; P. C. Mitchell 920125.
To CCY — B. G. Woodhouse 958962; A. S. Chambers 949131.
To CPOMEM — L. Nolan K934870F; K. Cope 941886; M. B. J. Cook 955772; R. J. Evans K949245S.
To CPOCER — G. D. Harris 949986.
To CPOOEL — J. J. Corbin 964607; W. D. J. Hoare M947024L; F. R. W. N. Purser 937310.
To CPORL — J. C. Dunn 977159; D. W. Harrison 96365; A. Burwin 977203; M. C. Fell 974410.
To CPWTR — J. F. Bugg 972359; D. R. W. Climo M960811W; P. A. J. Bradford 960336; D. C. Hookes 953631; I. C. Wood M955015R.
To CPOSA — C. J. Jones 953652; E. F. Burrows 890827; C. V. D. Wilde 939432; E. B. Holland 962413; T. Akester 966188; D. J. Osborn M950933M; R. G. Amson 968469; D. R. Grummitt 978055; R. C. Marshall 960258.
To CPOST — Q. E. Moat 909086; M. L. Turner 943352.
To CPOCK(FX 'O') — G. Tootill 910536.
To CPOCK (EX 'S') — S. Clews 890713.
To CPOCAT — D. Jones 966184.
To CPOMA — J. T. Edwards 971732.
To A/CMEA (P) — C. B. C. Hyde 058594.
To A/CMECH — M. Audus 974912; M. Ward 056920.
To A/CCEA — C. R. Clifford 062964.
To A/COEMN — P. Warsop 933408.
To A/CREA — G. McAleese 063250; S. K. Dowson 055133.
To A/CREMN — C. Mills 961563.
To A/CMT — G. Cattlin 897639.
To CAM(AE) — B. C. Parker 062895.
To CAP(AE) — F. Collins 927380; V. R. Crandon 910176; F. L. Hill 906666; D. C. McLean 931728; A. Pacey 917968; D. Turner 935194; T. Watson 935494.

To CAF(O) — P. F. O'Connor 927206; A. E. Stafford 918192.
To CA(AH) — D. G. Hobson 910390; W. C. Fraser 927264; J. R. Heath 907000; K. E. Gammer 906108; B. C. Hodson 910508; E. G. Rimmer 951574; M. J. C. Wray 874352.
To CA(SEI) — R. W. Hodgkinson 906323.
To A/CEA(A) — S. Naylor 969577.
To CEL(A) — R. F. W. Davies 927868; M. J. King 974087; J. S. Stewart 974111; D. Burningham 941240; R. P. Lewry 974120.
To A/CREA(A) — R. J. Craig 956534.
To A/CRELMN(A) — P. Feneley 977067.
To CRELA(A) — R. Barnaby 949717; N. L. Blake 915861; J. V. Arnold 961651; P. Woodger 915315; I. G. Yates 937040.

POINTS LEADERS ON THE ROSTER

The following table shows the total points of the men at the top of each advancement roster for petty officers and leading rates. Total points of men on rosters in List "A" are adjusted in accordance with DCI(RN) 767/71. Points shown against men in List "B" are as held at November 30, 1971, i.e. total points gained up to, and including, those awarded on form S.507 for May, 1971.

Ratings lacking seniority, V.G. conduct, or medically unfit have been omitted.

"Int" indicates that the roster is "Intermediate," i.e. there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months. Dates shown against INT rosters are the basic dates of the top men.

Ratings on intermediate rosters and those who were ineligible for inclusion on forms S.507 in May, 1971, are included in basic date order, i.e., date of application for examination if before December 1, 1971, or date of passing if after this date.

LIST "A"		
LS	LWTR	POSA
Int (27.7.71)	Int (20.9.71)	250
LSA	POCK(ES)	LCK
160	297	140
LSTD	RPO	POCEL
Dry	101	101
LCEM	POCEL	LOEM
Dry	Int	Int
POEL	RS	RS(W)
Int	194	Int

LRO(W)	CY	POMA
Int	157	224
LMA	LRO(G)	POMEM
99	77	Int (8.6.71)
LMEM	LREM	CAA(AE)
Int (2.4.71)	Dry	Int
CAMN(AE)	CEA(A)	CELMN(A)
Int	Int	Int
CAA(O)	CAMN(O)	CEA(A)
Dry	Dry	Dry
CRELMN(A)	POAF(AE)	LAM(AE)
Dry	57	106
POA(AH)	POA(SE)	LA(SE)
160	260	Dry
POA(PHOT)	LA(PHOT)	POA(MET)
152	Nil	Nil
LA(MET)	POEL(A)	LREM(A)
Dry	69	77

LIST "B"		
PO	POWTR	POSTD
302	232	318
LRO(T)	LA(AH)	POAF(O)
255	80	181
LAM(O)	POEL(A)	LEM(A)
256	218	218

Crumpets for Thai!

youngsters from Princess Alexandra's Children's Home, Kwun Tong, and entertained them on board.

Members of the ship's company also assisted at the Home of Loving Faithfulness, where work parties helped give the building a "facelift."

When the Rothesay visited Fremantle in Western Australia, she provided some junior recruits of the Royal Australian Navy with their first opportunity to see over a warship. More than 200 juniors from H.M.A.S. Leeuwin, the new entry training establishment, were shown over the ship during her seven-day visit.

Meanwhile members of the ship's company were seeing a little of Western Australia.

When the ship left Fremantle five members of T.S. Perth, the local Sea Cadet Corps unit — adjudged the most efficient in Australia — sailed with her to Busselton, a small holiday town 80 miles south. The commanding officer (Cdr. A. A. Waugh) presented a ship's badge and pennant to the cadets before they went ashore.

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- ☐ State model
- ☐ New touring caravan
- ☐ Used car
- ☐ Deposit saving (to enable me to build up a deposit for a future purchase) Please tick whichever applies
- NN

Churchill's civic visitors

H.M.S. Churchill commanded by Cdr. J. B. Wallis, entertained the Lord Mayor and Lady Mayoress, Cllr. and Mrs. J. L. Luce, during an operational visit to Plymouth. The visit to the nuclear-powered Fleet submarine was of special interest to the Lord Mayor. In 1940 he served in the destroyer Churchill, one of 50 ships on loan to the Royal Navy from America.

Two-ringers all, in Rorqual



Officers of H.M. submarine Rorqual claim that the Rorqual is the only ship in the Royal Navy with a wardroom consisting entirely of lieutenants. Her commanding officer is Lieut. P. J. Christmas. The Rorqual is based at H.M.S. Dolphin, Gosport, where this picture was taken during a break from "perisher running," a gruelling qualifying course for submarine commanding officers, off the Isle of Arran. Footnote: Just a year ago Navy News published a similar story, concerning H.M.S. Vidal, the Chatham-based survey ship with THIRTEEN lieutenants in her wardroom. But the Vidal has since paid off for the last time, leaving Rorqual to claim the "two-ringer" title.

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NN2

Survey trip to France

One of the aims of an informal visit to Brest in June by the survey ships H.M.S. Hecate and H.M.S. Woodlark was to enable the Hydrographer of the Navy, Rear-Admiral G. P. D. Hall, and two of his senior staff, Mr. D. W. Newsom and Commander R. C. Read, to discuss items of mutual interest with their French counterparts.

Of special importance was the hydrographic work being carried out in the Western Approaches and the Channel by both the Royal Navy and the French.

Besides the civic visits, there was an official reception in the host ship, the French survey vessel La Decouverte, and the Hecate and Woodlark stayed for a week-end's hospitality among the friendly Bretons.

A combined Hecate-Woodlark soccer team lost 5–3 to La Decouverte and the French Navy provided coach tours of the Cote du Nord region.

An added attraction to the sea-food and strawberries, for which Brest is renowned, was a Breton feast which lasted most of the week-end in a nearby village.

The two ships left Brest to continue their work in the Channel, landing the Hecate's detached survey party in the Scilly Isles to put the finishing touches to a survey begun in 1970.

BRIGHT SPARKS!

Each year the Naval Electrical Review offers prizes for the best article contributed by a rating. Seven of these articles were published during the past year, and the Editorial Board, at a recent meeting, awarded a prize of £20 to REMn(1) J. Stupart, serving with the Royal Naval School of Educational and Training Technology at R.N. Barracks, Portsmouth, and £5 to LREM G. I. Marshall, of H.M.S. Jupiter.



ON the lonely island of Foula, 50 miles west of the Shetlands, is the dark, menacing cliff known as the Kame. The highest unclimbed sea cliff in the United Kingdom, it rises almost vertically to a height of 1,128 feet.

This formidable, unfriendly rock face was the target of a six-man team of climbers from H.M.S. Caledonia, the Royal Navy's apprentice training establishment at Rosyth.

Led by Inst. Lieut. Ian Conway, one of the most experienced climbers in the Service, they set out in the Rosyth-based frigate H.M.S. Rapid for a scheduled two-day assault on the cliff — an adventure which turned out to be a real . . .

CLIFF HANGER

The Kame remains unconquered. ♦♦♦♦♦
Like their Danish and Norwegian predecessors, the Royal Navy climbers from H.M.S. Caledonia were beaten by the sinister cliff, recognized by leading climbers as "one of the most unwelcoming pieces of rock in the country."

But at least they are safe, after an assault which got off to an unfortunate start, and nearly ended in disaster.

"The weather was unpleasant — a moderate swell was running and visibility was impaired by low cloud and intermittent rain," recalls the team leader, Lieut. Conway.

After losing a team member who fractured his ankle while jumping ashore, the party set off up the first 60ft. pitch. This was technically "very difficult" and made more demanding by the wet, slimy nature of the lichen-covered rock.

The climbers, drenched by spray, found little grip on the foot-holds and it took Lieut. Conway about an hour to complete the first section.

With another man he then negotiated a 150ft. traverse, while the other members of the team waited at the landing point. It took the complete party about six hours to reach the second belay point and to haul up their equipment.

Given

the bird!

After an hour's rest they spent the remainder of the afternoon and evening climbing to a bivouac point at about 550ft. — which was to be the highest point of the ascent.

One problem which the team had underestimated concerned the "interference and ravages of nesting sea birds."

As they climbed they were attacked by terns and fulmars — which showed their disapproval by spitting jets of evil-smelling liquid over the "intruders."

The night was spent on a ledge about five feet wide, three members sleeping in "sky rack" hammocks slung from an overhang, and two on the ledge itself.

Early next morning heavy rain, strong winds, and a depressing weather forecast for the coming 24 hours, prompted Lieut. Conway to call off the attempt.

The rescue proved to be the most dramatic and hazardous phase of the operation.

From a ledge a few feet above the rough sea the men jumped, one at a time, into a Gemini dinghy skilfully crewed by PO

Brian McCabe and LS Walter Thompson, of H.M.S. Rapid. "Despite the abandonment of the project on this occasion, it is considered that the venture was not a failure," reported Lieut. Conway afterwards.

The assault had proved that the Kame could be approached from the sea, and had given the climbers invaluable experience.

Lessons learned the hard way may be put to good use in the future, as H.M.S. Caledonia will not be satisfied until the Kame has been tamed . . .



The rescuers

Rough seas breaking over the rocks at the foot of the towering Kame made it impossible for the cutter from H.M.S. Rapid to approach the landing site.

The Gemini dinghy was used to ferry the climbers from the cliff to the cutter, and PO Brian McCabe's handling of the craft brought praise from all those watching.

Even the islanders were impressed by his navigating and "wall of death" runs under the cliff. "No local man would have gone in under the same conditions," one fisherman was reported as saying after the rescue.

Inset: PO Brian McCabe (left) and LS Walter Thompson.

Tractor saves a trek

The climbers were backed up by Inst. Lieut. P. C. Braley and his ground-support party, who were given a warm welcome by the islanders.

They gratefully accepted the offer of the use of a tractor and trailer, which saved a two-mile trek with heavy equipment.

Setting up camp near the top of the Kame, the group soon established radio links with the climbers below, and the frigate standing by off the island.

To mark the help and interest shown by the islanders, a memento and letter of thanks are to be sent to the schoolmaster on Foula.

...and the climbers



Pictured on board H.M.S. Rapid with the commanding officer, Lieut. - Cdr. P. H. Wright, are (from left): CMEA Apprentice Ronald Coulter (20), MEA1 (P) Richard Baker (24), Lieut. Ian Conway (28), Sgt. Nick Purser, R.M. (29) and MEA1 (P) Michael Smith (24).

Above: MEA Apprentice G. Harding, who fractured his left ankle while making the jump ashore.

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CHATHAM...DEVONPORT...PORTSMOUTH

ACTION STATIONS

Navy Days are here again!

An impressive armada of about 40 ships of the Royal Navy and associated services is about to deploy itself, somewhat defensively, around Chatham, Portsmouth and Devonport naval bases, clearing decks, going to "action stations" and generally preparing to meet an invasion.

Men of the Fleet know what England expects of them, and, true to their Nelsonian heritage, every one will, no doubt, do his duty. And that duty will not include repelling boarders!

This is a distinctly friendly invasion which regularly breaks out at this time of year when a large slice of the British public mobilises to inspect the ships and meet the men and women of its own Royal Navy.

Last year, the invading "horde" reached the unprecedented total of about 218,000. In fine weather, all previous records were annihilated as Portsmouth welcomed 83,584 and Devonport 77,433 to their three Navy Days. Chatham's two days attracted 57,000.

Once again, we proved ourselves a maritime minded nation with an insatiable thirst for knowledge about ships and the sea. Given fine weather there is no reason to suppose that even last year's record breaking success can-

not be surpassed on August 26, 27, and 28.

Waiting to greet the thousands will be carriers, cruisers, missile destroyers, frigates, submarines, support ships — and an Italian sailing ship.

SAILING SHIP

Sailing into this armoury of modern maritime sophistication comes a 4,146-ton beauty, the training ship, *Amerigo Vespucci* (powered by two Fiat diesels and 22,604 square feet of sail). She is to be open to visitors at Portsmouth.

Not far away will be H.M.S. *Victory*, pride and joy of the Royal Navy's own sailing ship days, for whom every day throughout the summer is a "Navy Day."

By contrast, another big star at Portsmouth is the brand new nuclear fleet submarine, H.M.S. *Conqueror*, while a powerful supporting cast includes three more heavyweights, the 27,000-ton commando carrier H.M.S. *Albion*, the 12,000-ton helicopter cruiser *Blake*, and the 6,200-ton guided missile destroyer *Fife*.

But the Royal Navy's biggest, the 50,000-ton aircraft carrier H.M.S. *Ark Royal*, will be at home in Devonport where the display will also feature the assault ship, H.M.S. *Intrepid* (12,000 tons).

A giant amid the mini-fleet at Chatham during August 27 and 28 will be the 17,000-ton heavy repair ship, H.M.S. *Triumph*.

WELL DISPERSED

So the "big 'uns" — each with an attendant entourage of frigates and submarines — are strategically dispersed around the three ports.

And at each port, the Navy Days organizers have really gone to town with a dazzling array of mobile and static displays — helicopters, divers, replenishment at sea, unarmed combat, sailing, model boats, field guns, gymnastics, drill, plus the ever popular bands of the Royal Marines — it's all there, and more.

The main aim of Navy Days has always been to show the Navy to the public — the secondary purpose being to help R.N. and R.M. charities.

That's why Navy Days are such an all-action spectacle — and why the ships themselves are always the stars of the show.

T.C.

LITTLE 'UNS



Beauty — and the punch

ABOVE: An unusual "bird's eye" view of the 12,000-ton assault ship, H.M.S. *Intrepid*, due to be among the ships open at Devonport. With their open sterns and helicopter flight decks, the *Intrepid* and her sister, H.M.S. *Fearless*, can carry (and quickly land) Royal Marines and soldiers with their landing craft, vehicles and equipment.

RIGHT: The Royal Navy on and above the sea. A Wessex helicopter hovers over H.M.S. *Fife*, one of the 6,200-ton County Class guided missile destroyers — handsome ships with a powerful punch. The *Fife* can be seen at Portsmouth.



Survey this trio

FAR RIGHT: Just to ensure that the big 'uns don't steal all the limelight, here's a good looking little 'un, the 1,088-ton coastal survey ship, H.M.S. *Fox* making a proud picture. The *Fox*, along with her sister ship, H.M.S. *Fawn*, and a larger survey ship, H.M.S. *Hecate*, will be particularly interesting attractions in Devonport's line-up.



DEVONPORT
—PORTSMOUTH
Saturday, Sunday, Monday, August 26-27-28
CHATHAM
Sunday, Monday, August 27-28

...NAVY DAYS

What's on —where it's at

Each of the three ports is surpassing itself in laying the foundations for another record-breaking Navy Days season. Here, at a glance, are the ships and action packed displays which, with the wide variety of static displays mounted by naval establishments and other organizations, will keep the invading thousands fully occupied.

ABOVE: The nuclear fleet submarine H.M.S. Conqueror, built by Cammell Laird's at Birkenhead and commissioned on November 9, 1971, makes a spectacular picture — and a star attraction for Navy Days at Portsmouth.

DEVONPORT

Aircraft carrier — Ark Royal. Assault ship — Intrepid. Frigates — Sirius, Andromeda, Apollo, Salisbury, Achilles, Rhyl. Survey ships — Hecate, Fawn, Fox. Submarines — Andrew, Alliance. R.F.A. — Olva. Gates open 1130, ships open from 1200 to 1730. Replenishment at Sea — twice daily between H.M.S. Tenby and R.F.A. Olva. River Display — A fast action event involving units of the Royal Navy, Royal Marines, helicopters and H.M.S. Solent, manned by the R.N.R. Lawn Displays — by units from the R.N.R., H.M.S. Raleigh, Royal Marines, H.M.S. Drake Boys' Brigade, and massed bands of the Royal Marines, who will beat Retreat. Static Displays — Continuous displays in the Drill Shed of H.M.S. Drake will show all aspects of life in the Royal Navy, Royal Marines, M.O.D. Police, Royal Dockyards and various civilian firms with naval connections.

PORTSMOUTH

Flag Ship — H.M.S. Victory. Nuclear submarine — Conqueror. Commando Ship — Albion. Guided Missile destroyer — Fife. Helicopter cruiser — Blake. Frigates — Phoebe, Arethusa, Mohawk, Torquay. Patrol submarine — Walrus. R.F.A. — Olwen. RNXS — Portsmouth. Italian training ship — Amerigo Vespucci. Gates open 1030-1800. Admission 15p (under 14, 5p). Parking (including passengers), cars 60p, coaches £5. Displays — Replenishment at sea by H.M.S. Ulster and R.F.A. Olwen; helicopter displays by one Sea King, four Wessex and one Wasp; diving by the diving school at H.M.S. Vernon; unarmed combat by Royal Marine Commandos; light mortar firing by H.M.S. Exmouth. Music by the Royal Marines Bands of the Commander-in-Chief Naval Home Command and the Flag Officer Naval Air Command, which, combined, will Beat Retreat at the end of each day's events. Harbour trips by an RNXS vessel and Royal Marine Commando landing craft. Static displays cover a wide range of work carried out by the Royal Naval and Royal Marines establishments in the Portsmouth area.

HAIL AND

RIGHT: Hello; here's the "face" of H.M.S. Triumph as the 17,000-ton heavy repair ship noses gently into Chatham, where she is the largest "resident" during Navy Days.



farewell

LEFT: Goodbye; that's the recently converted 2,515-ton Rothesay class anti-submarine frigate H.M.S. Brighton turning her back on us and heading into the misty distance. She's also bound for Chatham's Navy Days.



CHATHAM

Heavy repair ship — Triumph. Frigates — Aurora, Minerva, Juno, Jaguar, Brighton. Submarines — Sea Lion, Opossum. R.F.A.s — Grey Rover, Sir Bedivere. PAS craft — Oilbird, Oilpress.

Gates open from 1130 to 1630 (August 27-28). Admission free. Parking charges: coaches £2, cars 40p, motorcycles and mopeds 15p.

Picnic area, river trips, souvenir programme (15p). Arena Display — Combined Royal Marines Bands of the Commander-in-Chief Fleet and H.M.S. Ganges; gymnastic display by H.M.S. Ganges juniors; drill display by juniors from Royal Marines, Deal; mini field gun run by Sea Cadets and Royal Marine Cadets.

Basin Display — Flying by helicopters of ships' flights; simulated anti-submarine action; diving and mine recovery by Portsmouth and Medway Clearance Diving team; sailing displays; radio controlled model boats.



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Signals service

An inaugural signal was transmitted world-wide to mark the opening of the Royal Naval Communications Centre, Hong Kong, by Capt. H. R. Keate (Director Naval Signals).

The ceremony was attended by representatives of the Joint Services in Hong Kong, contractors and the staff, headed by Lieut-Cdr D. C. Allen and Fleet Chief Radio Supervisor D. J. Caless.

Work on modernisation and re-equipping of the centre started in May 1971. While providing an up-to-date service for R.N. ships and submarines, it is also capable of the same facilities for Commonwealth forces operating in the Pacific area.

MISSILE MEN IN WEST WALES

One of the Royal Navy's "outposts" as far as the U.K. is concerned is Aberporth in West Wales, where six officers, 17 senior rates and 10 junior rates keep the flag flying.

The Royal Naval Trials Unit there is responsible for trials of naval missiles, there is a Seadart and Seawolf system installed and monitored firings take place regularly.

In addition, the unit organises ship firing trials, aircraft trials and occasional gunnery trials. Part of the missile range, Royal Aircraft Establishment, Aberporth, it enjoys full use of all the facilities, from supersonic targets to typing, and it is commanded by the Royal Naval trials commander, Cdr E. G. Verge.

"Contrary to public opinion," says the unit, "there are a few serving at Aberporth whose

names are not Jones, Williams, Price or Davies!

"There are some Ministry married quarters available but most people find their own hirings. Living in Wales is very different from living in the usual naval ports, but it does not take long for new personnel to settle down as the locals are extremely friendly.

"Though not overflowing with discotheques, night clubs and cinemas the area has a great deal to offer in the way of sailing, fishing, climbing, walking and a varied selection of taverns.

"Judging by the number of ratings returning to Aberporth for a second or third time the draft is popular, perhaps the only major disadvantage being the distance from London, Portsmouth or Plymouth."

The unit has recently been included in Plymouth Command administrative organisation and the Flag Officer, Plymouth (Vice-Admiral J. R. McKaig) visited Aberporth to meet the men involved in operating and maintaining the missile systems currently under development.

O-class swop

H.M.C.S. Ojibwa, the first-built of three Oberon-class submarines for the Canadian Armed Forces, arrived at H.M.S. Dolphin on an exchange basis with H.M.S. Opportune.

While the Opportune is working with the Canadian Fleet, the Ojibwa will be involved in exercises with the First Submarine Squadron, training and visiting British ports.

The Ojibwa's programme included a visit to Liverpool to celebrate Dominion Day on July 3. This celebration had significance for Britons and Canadians alike. Liverpool has strong connections with Halifax, Nova Scotia, the Ojibwa's home base, and during the last war hundreds of Canadian and British seamen of the Merchant and Royal Navies manned the big convoys which operated between the two ports.

Read all about it - in verse!

In SEAC, East Indies Fleet, there used to be a poetry broadsheet, according to reader Thomas C. Hornby, of Purley (Surrey). "Any sign of these surviving?" he writes. "I'm no poetry addict, but these were really good."

Navy News cannot promise to blossom totally into verse, but is delighted from time to time to receive a contribution from the skilful and witty pen of Bernard Campion. Here is Mr. Campion's latest titillating composition, "DOWN THE HATCH!"

I must admit I've always warmed
To birds superbly uniformed —
A shapely bust in tunic thrust
Inspires this bard's approving lust,
And guys can cast admiring eyes
On belted waists and welled thighs
While stolen glance at Pusser's pants
Might well enhance a Fleet romance . . .
The "black-outs" issued to the Wren
Intrigued the war-time Navy men —
In harbour constant watch we'd keep
Near bottom rungs of ladders steep
In readiness to catch (or snatch)
When Jenny Wren came down the hatch,
Providing many splendoured shows
Of gleaming, taut-suspended hose . . .
The modern tar, I must confess,
Endures an even greater stress;
Besides the Wrens he also gets
The patronage of Penthouse Pets
And beauty queens and dancing chicks
And models for the fashion pics —
But though I sportingly enthuse
When photos in the NAVY NEWS
Depict the boys and girls at play
I brood upon a bygone day . . .
Though such displays still raise a leer
It's all too sadly clear, I fear,
This lean and senile pantaloon
Joined up some 30 years too soon . . .

Time to remember . . .



This picture of H.M.S. Bee, flagship of the Yangtse River Gunboats will stir memories among men who served in these little boats in China so many years ago.

At least, that is the hope of members of the Yangtse River Gunboatmen's Association, who are holding their reunion at H.M.S. Excellent, Portsmouth on September 16.

Details of membership and of the reunion can be obtained from Lieut. D. Toms, R.N. (ret'd.), 34, Bath Road, Southsea, Hants.

The efforts of Mr. G. Denny, a member of the ship's company of the wartime aircraft carrier H.M.S. Ark Royal, have been rewarded. He has already made contact with over 90 officers and men who served in the ship — more than enough to warrant an extra-special reunion this year.

The get-together on board the present Ark Royal, at Portsmouth on Saturday, October 28, will start with a tour of the carrier and tea in the hangar.

A Royal Marine Band is to Beat Retreat on the flight deck before the sunset ceremony, and it is hoped that the day will end with an informal dinner party at a Portsmouth hotel.

Then on Sunday the old Arks and their wives are to be invited to attend the ship's company church service.

Mr. Denny's address is: Little Stoberry, Martin's Hill, Bromley.

Now that their 1972 reunion is over, members of the Ex-Leanders Association of New Zealand will be turning their attention to the next reunion — a big show to celebrate their 30th anniversary.

Reunions are held on the second week-end in July, with a ball on the Friday night, a meeting on Saturday and a memorial service at the Devonport Naval Base, Auckland, on Sunday.

Mr. N. Buckley, of 112, Rangitoto Road, Papatoetoe, Auckland, is the man to contact.

The Harwich Naval Force Association 1914/1918 this year plans to hold a reunion luncheon on Tuesday, October 3 (1 p.m. for 1.30 p.m.) at the Victory Services Club, Seymour Street, London W.2. More details from the secretary at Mill Cottage, Belchamp Walter, Sudbury, Suffolk CO10 7AT.

The annual reunion of the R.N. Communication Chiefs' Association is to be held in the FCPO and CPOs' Mess, H.M.S. Mercury, on Saturday September 9.

Any serving or ex-serving communication chief petty officer who is not yet a member of this association, and

Calling old shipmates

Officers and men of the present H.M.S. Jupiter are planning to invite all "Old Jupiters" to the ship's commissioning ceremony at Devonport on September 22.

Anyone who has not been contacted should write to Lieutenant Peter Hore, H.M.S. Jupiter, BFPO Ships, for further details.

Mrs. Carmen Elbro (nee Barrett), ex-Wren writer G. of 6, Rosedale Avenue, Peverell, Plymouth, who joined the W.R.N.S. in April 1963 (Thebes 130), and left in 1969, would like to hear from anyone who served with her in H.M.S. Dauntless, at Chatham or in Scotland.

HERTS' MEMORIAL GIFT

In memory of their former chairman, Mr. Eric Knight, shipmates of the Herts branch, R.N.A., have presented a £150 orthopaedic bed to the County Hospital, Hertford.

At the time of his death, Mr. Knight was also chairman of the R.N.A. National Council and president of No. 6 Area.

The bed was officially handed over to representatives of the hospital staff by a branch vice-president, Rear-Admiral Sir Charles Darlington.



would like to take advantage of this chance to meet old shipmates should write to the association's hon. secretary, Confidential Book Office, H.M.S. Mercury, as soon as possible.

Members of the H.M.S. Barham Survivors Association are holding their reunion dinner on board H.M.S. Chrysanthemum, headquarters of the London Division, R.N.R., on Saturday September 23.

Details from Mr. Ian Horner, 10, Astbury Road, Peckham, SE15 2NJ.

Survivors of H.M.S. Royal Oak are planning a large-scale reunion this year, and are anxious to trace all old shipmates.

Mr. N. T. Davies, 55a, Meadowlands, West Clandon, Guildford, Surrey, will be pleased to supply details of the reunion to any "Royal Oak," or to hear from anyone who has information about a survivor.

H.M.S. Caprice, completed in 1943, is now one of the oldest ships in commission and members of the ship's company are keen to produce a booklet about her career.

"It would be very much appreciated if 'old ships' could send us any information of interest i.e. stories (amusing or dramatic), photographs, cartoons or statistics," writes POEL J. E. Harris, the ship's welfare secretary.

"We would be most grateful for any contribution. All correspondence answered." POEL Harris's address is simply: H.M.S. Caprice, BFPO Ships.

All eyes on the Vanguard



An oil painting of H.M.S. Vanguard is an eye-catcher in the wardroom of T.S. Vanguard, headquarters of the Walsall Unit, Sea Cadet Corps.

It was painted by Mr. Bill Russell, seen here with Mr. Edwin Solomon, Chief Constable of the West Midlands Police Force, who unveiled the painting at the re-opening of the wardroom.

Copied from a 9in. x 6in. water colour, the 6ft. x 4ft. painting represents 140 hours of work by Mr. Russell, who has never had an art lesson. An ex-H.O. man, he spent most of his sea-time in armed merchant ships.

Any "decorative mementos of a nautical nature"

which could be used to decorate the wardroom would be welcomed by Sub-Lieut. (SCC) H. A. Escott, R.N.R., of 11, Daffodil Place, Walsall (Tel. 34350).

Getting out? It'll pay you to keep in touch



The Royal Naval Reserve offers Officers, Ratings and WRNS the chance to keep in touch with Navy life and earn useful extra cash (at Naval rates) when you're in Civvy Street. As ex-Service you'll get responsible jobs and rewarding too — like using your hard earned expertise to train civilian recruits on shore and at sea. If you join within 5 years of

Mr. Tom McEvoy, for 17 years the secretary / manager of the Royal Fleet Club, died suddenly at his home in Devonport on July 9.

Always ready with a warm welcome for Royal Navy personnel and their families, Mr. McEvoy was a friend and counsellor to thousands of men in the Fleet.



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LALESTON CEREMONY IN NORWAY

Echo of 1940 Arctic drama

The help given by a small Norwegian village to 161 men after a British troopship sank 200 miles north of the Arctic Circle in 1940 was commemorated when H.M.S. Laleston presented a plaque thanking the people of Bleik, on the island of Andoy, for their efforts in caring for the survivors.

Originally a tourist ship, the S.S. Vandyck was being used to bring men home from Norway when she was sunk by German aircraft. German troops were already stationed on Andoy and eventually the ship's survivors became prisoners of war in Germany.

The ship's bell was salvaged by one of the villagers and has now been hung in a new church tower.

On anniversary

The Laleston went to Andenes in Andoy following a visit to Narvik and on the 32nd anniversary of the sinking of the Vandyck members of the ship's company were taken by boat around the area where the lifeboats came ashore.

Presentation of the plaque took place in Bleik main square — where the village band's selections included "Anchors Aweigh" (apparently they could not manage "Hearts of Oak"). The ship's company paraded and were inspected by the Mayor of Andoy.

In addition to the plaque, the Laleston's commanding officer (Lieut.-Cdr. A. T. J. Padwick) presented a photograph of the Vandyck, and a Laleston badge and list of ship's company members.

Celebrations included a cocktail party on board for villagers who had taken part in the rescue — mostly fishermen — and a dance in the village hall for the ship's company.

Next day saw the dedication of the new bell tower and the Laleston's youngest rating, Junior Seaman W. Forester, rang the bell for the first time in its new setting to call the congregation. Hymns and lessons were in both English and Norwegian.

Later the ship's company were entertained in the village school, where they were required to sing for their refreshments. Then they were taken to villagers' homes for the midday meal.

Seven lost lives

The 13,241-ton S.S. Vandyck had been requisitioned for service in the Royal Navy in 1939. She was designated an armed boarding vessel and early in 1940 was used as an accommodation and parent ship for armed boarding vessels and armed guards on contraband control in the Mediterranean.

At the time of her sinking she was employed as a spare troopship and when she went down off Andenes in June, 1940, seven of her crew lost their lives.

The Laleston went to Andenes for the commemoration ceremony following the visit to Narvik, which had been planned for some time. Wreaths were laid on British graves at Haakvik and Narvik and members of the ship's company visited the town war museum.

The ship was presented with a lifebuoy from H.M.S. Hunter which was sunk at Narvik in 1940.



Presentation of plaque and badge by the commanding officer of the Laleston (Lieut.-Cdr A. T. J. Padwick) to the Mayor of Andoy (left) and a representative of the fishermen who took part in the Vandyck rescue in 1940.

The plaque has inscriptions in both English and Norwegian, the Norwegian text being composed by Mrs. Padwick, who originally came from Hamar, Norway.



While H.M.S. Laleston was in northern Norway the ship's company had the opportunity to see some magnificent fjord scenery — here the ship heads towards Andenes on the island of Andoy. The weather was also outstanding — a "heat wave," with temperatures in the 70s (F), was experienced while they were well north of the Arctic Circle. While the ship was at Narvik an exped. party went into the mountains and were particularly thrilled by the scenery. Photographs: LA Norman Richards

Plaque gift

WHERE ARE THEY NOW?

The letters which started the visit to Bleik were written by Mr. Alv. Rydland, who was born and bred on Andoy, and Mr. Roger Basing, an ex-R.N. submarine POME who married a local girl and settled there. Anyone wishing to contact him should write to Box 34, N.9481 Bleik Andoy, Vesteralen, Norway.

A local fisherman, Mr. Ole I. Vestjord, wishes to get in touch with survivors of the Vandyck who stayed with him for a few days. Their addresses in 1940 were: Dr. R. G. Knight, the Globe Hotel, Milford Haven, and G. S. Thorpe, 14, Cooper Avenue North, Liverpool 18. Another Bleik resident

would like to contact LS James Hodson, who wrote from a prison camp with the address 14647 Marlagund, Milag Nord.

The Laleston herself would be glad to put any ex-Vandyck's in touch with Bleik again and to hear more about the ship from survivors.

One "trophy" which the Laleston's commanding officer received while in Bleik were five George V pennies, fused together by heat and taken from the red-hot deck of the Vandyck just before she sank.

Olympic course for the Fearless men

A sponsored 20-mile run over the Olympic course in Athens by about 30 members of the ship's company and Royal Marines of H.M.S. Fearless raised £125 for the British Olympic Appeal Fund.

Another £100 was raised by a competition on board the ship.

First man to arrive at the residence of the British Naval Attache was Marine Noel Nolan in 3hr. 6min. Captain and Mrs. J. A. F. Lawson greeted the runners with refreshments.

Names to remember

Polytetrafluorethylene is not a name easily forgotten, and personnel are reminded that it possesses poisoning dangers. Safety precautions are in BR 3001 (Marine Engineering Technical Instructions) chapter 31.08.

DCI (RN) T 393

Beryllium oxide (beryllia) is another substance over which care should be taken. It is often used in Service electronic equipment, which should be treated with special care when damaged.

Components containing beryllium oxide are not at present marked, but those known are listed. Additions will be made as they are identified or introduced.

The health hazard of the substance is not sudden death on sight, but it can lead to dermatitis or ulceration through cuts, or respiratory illness in the remote likelihood of being inhaled.

DCI (RN) T 421

More about DCIs

(Continued from page 12)

Cutting chores

Cutting down the chores of ship husbandry is a continuing policy of the Navy Department, and commanding officers should ensure that officers and ratings concerned with this work are fully acquainted with appliances and materials available — and how to use them.

Ship husbandry courses are available at H.M.S. Sultan.

DCI (RN) T 482

Union members

Aircraft mechanics (A/E) and (O) are still acceptable for full (i.e. skilled) membership of the Technical and Supervisory Section of the Amalgamated Union of Engineering Workers, the agreement being unaffected by the change of name from the Draughtsmen and Allied Technicians' Association.

Mechanicians of the Marine Engineering branch are similarly acceptable.

To meet union rules, R.N. personnel wishing to apply must be at least 25, and should make application before date of discharge.

DCI (RN) S 153

More qualifying

If you want to be selected for a 'Mechanicians' Qualifying course you could be picked earlier if you have qualified for petty officer since such men take precedence on the Branch roster.

Current trends in the Marine Engineering and Weapons Electrical branches indicate that more candidates are qualifying for petty officer and fewer candidates are refusing a place on the Mechanicians' Qualifying courses.

To avoid a long waiting time, more are being taken on courses in both branches, but the maximum figure can only be worked up gradually.

DCI (RN) T 478

London quarters

Lest any hopes have been raised by a previous DCI, no quarters will be available for officers appointed to Ministry of Defence headquarters until 1974, when the MQ project at Hendon is due to be completed.

The married quarters at Stanmore and Uxbridge are for ratings.

DCI (RN) S 162

Mech. standards

All three mechanician branches are now to have the same academic standard for candidates, but the revised standard will not apply to SSMEs, who have to qualify by pre-entry exemption or by early success at NAMET.

DCI (RN) T 385

Fleet chief reports

Annual reports on fleet chiefs are announced, in order to have a comprehensive central record, and to assist drafting authorities to plan their future employment.

DCI (RN) T 384

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80 YEARS OF SERVICE

—to Jack's 'encumbrance'!



"No such useless hindrance and encumbrance as a wife," was recognized by the Royal Navy way back in 1885, and a certain admiral "regretted that he was unable to be of any assistance" in the moves towards the formation of the Soldiers', Sailors' and Airmen's Families Association.

However, whatever some of the Navy top brass thought about it, SSAFA did come into being, and this year has another milestone to mark — the 80th anniversary of the association's Nursing Service.

The first SSAFA nursing sister was appointed to the Curragh in 1892.

Today's care for the Armed Forces "encumbrances" would probably stagger the old admiral of 1885, and much of the interest in the well-being of the families is arranged in association with SSAFA.

The experience of a young naval wife going to Hong Kong is a good example of the organization.

However much printed work she gets before leaving, the young wife, perhaps under 20 with a baby, or one on the way, is bound to worry a little.

What will it be like bringing up baby, or having a child on Hong Kong Island?

Is everything provided as it is at home?

That is why, as soon as possible after arrival, she is visited by the SSAFA sister, who is health visitor to the R.N. families and is notified by the Married Quarters Officer at H.M.S. Tamar of the movement of all naval families.

Hospitals, schools, nursery groups, shopping facilities, recreational facilities... the nursing sister knows all the answers.

'In the swim'

The young wife will soon be "in the swim" at the H.M.S. Tamar pool, and socially on all the trips and outings which are possible, especially as servants (amahs) are easily available.

After her first visit, the nursing sister keeps in regular touch with the family throughout their stay in Hong Kong, visiting as often as she thinks necessary.

Should any social problem arise, there is close liaison with the Navy's Family Welfare Officer and the SSAFA social worker,

who often collaborate on such matters as finding foster-parents in an emergency.

Three SSAFA health visitors remain in Singapore to care for the families of the small British element which has become part of the ANZUK Force, and three to look after Australian families.

Sister Bunty Coleman was chosen to represent SSAFA when the Queen and the Duke of Edinburgh visited ANZUK in March this year.

Although the first nursing sister was appointed to care for the Army at Curragh Camp, Dublin, others were soon looking after Service families at Devonport, Gosport, Malta, and Gibraltar.

With the coming of the National Health Service, the duties of SSAFA sisters in the United Kingdom were taken over by local health authorities, but the sisters overseas continue to be employed by SSAFA, the cost being recovered from public funds.

There are at present 95 SSAFA health visitors, and 12 new ones are being recruited for work in Germany.

Keeping that baby bonny...

For families —page one

Recently arrived in Hong Kong, a child meets Senior SSAFA Sister M. A. O'Byrne, for a medical test at a welfare session in H.M.S. Tamar. Because of the high incidence of tuberculosis in the Colony, all children are offered the protection of BCE vaccination.



'I see no ships'

WHO SAID SMILE?

"Where's my dad then? Gosh, I must be looking the wrong way. But it's raining round that way! What a day for a girl to watch a ship come in." All sort of thoughts can be imagined for this charming morsel, although the picture is so appealing it really needs no words.



"All I wanted was my feed, and they came and stuck this cap over my head... expecting me to put a smile on!"

Which is what little Mark seems to be thinking as his parents, Leading Seaman Adrian Proctor and his wife Susan, were reunited on the arrival of H.M.S. Phoebe at Chatham.

Picture: Russ Whalley

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Portsmouth Meetings are now held at the
Trafalgar Club, Edinburgh Road

'Darling, it's a girl'



Mrs. Elaine Wrighton, with baby Sara, telephones her husband Sub-Lieutenant Chris Wrighton from the Freedom Field Hospital, Plymouth. His ship H.M.S. Lincoln, was at Simonstown at the time.
Picture: CPO Brian Gentry.

"Baby's here. Both well" is one of the world's most important messages — for the people concerned — and because of complaints to Navy News about the slowness of concessionary telegrams, it was decided to try the experiment of phoning direct to a ship from a maternity ward bed.

The plan did not quite come up to expectations, but useful information was gained which may be useful to other naval couples where the happy event finds the husband on the other side of the globe.

~~~~~

Co-operating in the plan were Sub-Lieutenant Chris Wrighton, serving in H.M.S. Lincoln, and his wife Elaine, at Plymouth, who was expecting her first baby.

Baby duly arrived and all was well, but the first snag was that Portishead radio station cannot handle calls to ships from coin-operated boxes. And ward phones are usually coin operated.

However, most hospitals and maternity homes will be sympathetic to the mother whose husband is far away and will allow the use of a phone with an ordinary line.

In Elaine's case, it was a day or so before these little problems were solved, but eventually she rang Portishead.

Then it was found that H.M.S. Lincoln had docked at Simonstown, which meant that personnel in the ship could accept a reversed charge call (providing of course that the ship had got a shore line connected).

At length the call was through and Elaine was able to speak to Chris. Sara behaved like a good girl and did not interrupt the moment by giving her lungs a test.

Incidentally, Mrs. Wrighton told Navy News that when her cousin had a baby she was able to phone her husband in H.M.S. Sirius, and he was able to get the good news in a matter of minutes.

~~~~~

While it is still sensible to send off a concessionary telegram, the direct phone call will often be possible for naval couples, provided they are prepared for the possibility of a disappointment through Service or other reasons.

Of course, it is not necessary to go to the trouble of having a baby before ringing a husband on the other side of the world, as calls do not have to be "important."

Where did you get that hat?



"What a day we had. They even took my picture wearing the admiral's hat!" Proud moment for ten-year-old Paul Evans when Admiral Sir Andrew Lewis, Commander-in-Chief Naval Home Command, joined a tea session for under-privileged children from various homes.

The children, on a Variety Club of Great Britain sponsored outing to Portsmouth, had a boat trip around the harbour, and visited H.M.S. Blake and the Victory ship.

Picture: CPO Dave Morris.

DESIGN FOR HAPPY LIVING

What's it like to live in prize-winning married quarters? Perhaps not so very different from anywhere else, but these naval families certainly looked happy enough when photographer Russ Whalley called at the St Mary's Estate, Chatham.

The estate has received a design commendation from the Civic Trust, and joining in the "celebration picture" was Lieut.-Cdr. Maurice Bernard, staff married quarters officer (holding the certificate).

And why the award? The site is long and narrow, and accessible from one end only, presenting difficulties for the Department of the Environment architects. The judges liked the way the problems were overcome.

Basic layout of the two-storey and five-storey accommodation blocks is a pedestrian spine with rib-like footpaths, and roads running to both sides of the houses serving garages and parking areas.

The estate has a new Naafi shop and children's play areas, providing homes for 154 ratings' families in 65 flats and 89 houses.



WIVES ON SAFARI

The newly-formed Tamer-ton Follot Naval Residents' Association went on a trip to Longleat Safari Park, the outing being organized by the Chairman, Mrs. Ingles. A coach-load of Navy wives and children, and including a few husbands, spent a pleasant day experiencing the thrills of the wild life park.

For families
—page
two



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We're on the bridge

Even with the captain looking on, Navy News can prove absorbing, but this splendidly

relaxed atmosphere on the bridge of H.M.S. Exmouth was all a put-up job



It is not every day that Lieut.-Cdr. John Bingham, the marine engineer officer of H.M.S. Exmouth, is caught reading Navy News on the bridge, especially with the commanding officer, Lieut.-Cdr. John May, looking on.

Photographer Russ Whalley had an attack of poetic licence when he took the picture in Chatham, and a message from the ship emphasizes that this sort of relaxed going-on just does not happen in the

Another 'first' for Exmouth

Exmouth!

However, it seemed to be an appropriate way of illustrating how the Exmouth, first major warship in the Western

navies to be propelled entirely by gas turbine engines, had scored another "first."

Officer of the watch Sub-Lieut. John Rodley recently drove the ship alongside at Portland, under the direction of the captain, using the bridge control of main engine and the electric auto pilot steering unit situated at the front of the bridge.

For some time now the ship has used this mode of control during anti-submarine exercises, but it was the first time that it had been used to come alongside.

The same method has also been used during replenishment at sea, with the captain using the auto-pilot and the navigating officer, former rally driver John Rimington, at his right hand, operating the single lever which controls propeller pitch and engine power to give ship's speed.

In order to expedite the presentation to the Grants Committee of a comprehensive scheme to include all the recreational possibilities additional to the golf course, it was decided to seek the co-operation of the Commander-in-Chief Naval Home Command in setting up a Working Party, representative of the Sailors' Fund, Service sport, and others able to advise and assist.

Consistent with aims

The Grants Committee also approved an allocation of up to £500 to the Working Party to cover the cost of any planning studies.

As previously reported, the land in question belongs to the Ministry of Defence, and may become available.

NAVY NEWS IN BRIEF

Inspired hole in one

The 60lb. cross, to which the cockerel weather-vane of Truro Cathedral is usually attached, was lowered into position in a one-and-a-half inch diameter hole at the first attempt by a Sea King helicopter of 706 Squadron from R.N. air station Culdrose.

As the Sea King came in above the 250ft. spire Mr. David H. Dawson guided the cross into the threaded hole. Pilot for the operation was Lieut. Trevor Larman and the crew comprised Lieut. Ian Morrison, Lieut. Ray Wincombe and PO Terry Cakebread.

The new chapel of St Barbara at H.M.S. Cambridge was dedicated by the three principal chaplains.

H.M.S. Kent's flight, equipped with a Wessex 3 anti-submarine helicopter, was commissioned at Portland on June 23.

At the R.N. air station, Portland, CPO Michael Bush was presented with the Plessey Marine Air Anti-Submarine Warfare Trophy which he won while serving with 826 Squadron.

Aberdeen University's own ship, H.M.S. Thornham, went on a five-week training cruise which included calls in Denmark, Holland, France and the Orkneys.

The Royal Navy is to get six of the Rotork company's sea trucks, with a carrying capacity of three tons and speed of 25 knots.

Naval bomb disposal experts from Portsmouth exploded a 2,000lb. First World War land mine trawled up by fishermen off the Essex coast.

Jimmy Doran's 40 years' service with Naafi, in 29 ships, was marked by a presentation at H.M.S. Vernon, where he hopes to stay for his remaining six years.

Two pipers from the 7th Duke of Edinburgh's Own Gurkha Rifles sailed in H.M.S. Gurkha when she left Portsmouth for the West Indies.

When young ladies from the famous Roedean School visited H.M.S. Vernon, there was a challenge to a game of lacrosse. Gallantly the Navy played but eventually fell to their visitors 5-4.

A rug depicting the ship's badge of H.M.S. Penelope and made by Mr. Jack Alford while serving in the cruiser in 1938 was received by CCEA Dennis Bradley on behalf of colleagues in the present frigate Penelope.

Drake development

A new accommodation block at H.M.S. Drake was opened by the Secretary of State for Defence, Lord Carrington, in July. The new building, named the Hawkins / Boscawen block, replaces the old Boscawen block which was destroyed by enemy action in 1941 and Hawkins block which was demolished in 1967.

It is part of a £4.25 million development which was started in 1970.

The building, which is in fact three blocks in one, contains accommodation for 864 junior ratings in six and seven-berth cabins and the Drake Club comprising lounge and tavern bars, a dance floor, three large television rooms, a games room and various Naafi amenities.

On the ground floor is a well-equipped galley and dining rooms with facilities for 2,200.



H.M.S. Jaguar's "pirates" entertained physically-handicapped children when the frigate paid a week's visit to Teignmouth.

When H.M.S. Juno arrived at Portsmouth after a spell of duty in the Mediterranean, a radio and collection of foreign coins were presented by the assistant canteen manager, Mr. Ken Smith, and PO Wtr Trevor Johnson to Mr. Reginald Dennis, vice-chairman of Portsmouth Voluntary Association for the Blind.

Members of the ship's company contributed spare change towards purchase of the radio and donated coins from about 20 countries.

Portland's Open Days on July 22 and 23 attracted 33,403 visitors to "Meet the Navy," no fewer than 25,503 of them turning up on the 23rd (a Sunday), setting up a record for any one day since the event was inaugurated.

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Tactical missile from a sub: studies continue

"Studies on a submarine fired tactical missile, the feasibility of which is already proven, proceeds apace," says Vice-Admiral Sir John Roxburgh (Flag Officer Submarines) in an article in the new JANE'S.

"The addition of such a weapon in the fleet submarine's armoury adds versatility to its flexibility and effectiveness, and provides a powerful maritime strike capability which is needed now and will be even more important when the aircraft carrier phases out."

"Maritime strategy demands, and will continue to demand, nuclear submarines

which are fast, efficient, and include missiles in their armament for both the strategic and tactical roles.

"Only by including such ships in our Navy will we as a country be able to make our full contribution to the defence of Europe both as a member of NATO and any further European defence organization."

Will we end up 'starkers'?

RUSSIAN
MENACE
WARNING

"Stark truth" is offered in the latest edition of *Jane's Fighting Ships* both by the Navy Minister (Mr. Peter Kirk) and the editor (Mr. Raymond V. B. Blackman), and it seems to add up to the fact that the Royal Navy (in a defence sense) will eventually be "starkers" unless Britain gets into her head that she must fork out a lot more money.

But Jane's has been repeating the same cry for years, reaching a crescendo this time. All around, the wise and knowledgeable ones murmur agreement and words of sympathy (they cost nothing) but by tomorrow it will all be fading printers' ink.

There is so much in this

A ROYAL SEND-OFF

The 75th edition of *Jane's* gets a Royal send-off with an introduction by the Duke of Edinburgh, who says that the reference book has been essential reading for generations of naval officers.

"From small beginnings, with 221 pages and pen-and-ink drawings," says the Duke, "Jane's has maintained a healthy growth rate till the 1972-73 edition runs to 850 pages, with 3,000 photographs and an advertisement section which is almost as fascinating as the book proper."

issue about the Russian menace that the volume should, appropriately, have been bound in red leather, and ornamented with the hammer and sickle.

Why is it that Moscow can manage the bun and the penny, with a staggering armoury of "deterrent" as well as submarines flowing out like Bird's Eye peas off a conveyor belt, and conventional surface forces roaming every ocean?

No internal opposition (visible) is one answer, and the other is money.

While Britain's defence expenditure is only five per cent of the country's income, against Russia's eight and America's eleven, what hope is there of clawing our way back to retention of real effectiveness?

Gap growing

Says Mr. Kirk: "The combined NATO navies are numerically larger than the Soviet Navy and those of its Warsaw Pact allies, but the gap is closing, and NATO ships are in the main older and less well armed."

"There will have to be significant defence spending on maritime capability if the

Alliance navies are even to hold their own in the face of the growing threat."

While it could be argued that Navy spending is already "significant," if words mean anything at all the need is for a bigger "premium" to gain a proper insurance cover.

The incredible part of the whole business is that such dire words of warning can be uttered by highly-responsible people without causing a ripple on the pool of national complacency.

Fortunately for Jane's, there are enough readers who have to be interested enough to buy a copy and keep them in business, and indeed it is only in such a comprehensive reference book that the enor-

mity of our risk becomes apparent.

Special edition

The latest issue of *Jane's* is a special edition to mark the 75th year of publication, and is offered with particular pride in the Soviet Navy section, which has been increased by 40 per cent.

It has been said before that Russians have retained a high degree of adaptability in their fleet, being apparently pre-

pared to take new weapons — missiles for instance — and bolt them on to anything which could carry them.

Mr. Blackman now makes the point that while the Americans have spent billions of dollars on ships which have soared out of the size of their role, the Russians never use a big ship if a smaller one, with the same or comparable punch, will serve.

"Its attitude to the older naval powers seems to be, 'Anything you can do we can do better,'" says Mr. Blackman. "The Soviet Navy has given the Victory sign to the world." (presumably he meant it that way round).

Jane's is burning with as much curiosity as a lot of oth-

ers in the Western world to find out the truth of reports that the Russians are building a fixed-wing aircraft carrier, or carriers — possibly nuclear.

However, another merit of the Russian way of life is the secrecy of a "closed shop," so that everybody will just have to wait and see.

Concerning the Royal Navy's promised "through-deck cruiser," *Jane's* comments caustically that the ship is having an extended period of gestation.

"It is to be trusted that this elephantine pregnancy will produce something more than a mouse by 1980 and will lead to a litter rather than a single pup."

In the plural

Perhaps there is hope for this, because Mr. Kirk does talk of "new through-deck cruisers" — in the plural — and says "We are studying the case for equipping them with V/STOL aircraft."

Mr. Kirk also faces up to "limited financial and manpower resources," and points out that although it is not necessary to match ship for ship, a potential aggressor must see evidence of the ability to hit back hard.

The need was for "ships or groups of ships and aircraft capable of action at a high level and intensity."

NUKE'S STING

Soviet "C" class nuclear submarine, in which has been developed a tactical anti-ship missile that can be fired probably from outside the sonar defences of a surface force. "There is a clear need for such a weapon in our own armoury."



H.M.S. *Palliser* has the most efficient communications department in the second Frigate Squadron — and she has a trophy to prove it.

It was the first time the ship had won the trophy, which was presented to the *Palliser's* radio supervisor, PO Peter Downie, by the Captain F2, Capt. Robert Burgoyne.

Members of the victorious department are seen below with their shield.

Palliser's trophy



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Newsview

Should this rule be eased?

"Verbiage" in Defence Council Instructions may often be more worthy of tribute than criticism, offering the opportunity by careful study to safeguard against over-rigid interpretation. The Navy leaves as much latitude as possible to meet the unexpected situation.

For instance, there is no right for a sailor overseas to return for the funeral of a parent, unless there is no other close relative able to make the arrangements.

But the regulation says that leave "will not normally be granted," and the "normally" provides the key to unlock difficult doors where the circumstances arouse unusual sympathy.

In the case of this particular rule it may be wondered whether the Service could go a little farther in compassion, especially considering the number of personnel likely to be in inaccessible places overseas at any one time, the total of men who lose a parent by their forties, and the fact that the rule is already flexible.

SEPARATION

The loss of a parent is a bereavement which affects people in widely different ways, but few happenings are likely to accentuate more deeply the sense of separation from home and family.

Undoubtedly in the Service, "special circumstances" apply on both sides. Frequently it is difficult to release a key man from the running of a ship, or one whose absence will throw an undue burden on others, and if travel difficulties were such that a funeral would be missed no matter what was done, little would perhaps be served by returning.

Tales are told of "compassionate leavers" who were never seen at the funeral, but were enjoying unexpected bliss at the girl friend's in Gosport. Some of these stories may be true, but can scarcely be proffered as a reason for general refusal. Most sons are not like that.

DISCRETION

Probably the humanity of discretion works well most of the time, where judgment has to be pronounced without other guideline, but the regulation has a tone at variance with the kind of help which is brought every day to someone in the Navy suddenly facing distressing news.

An easing of the rule could well produce no greater numbers to benefit, but where the aim is to be kindly it would look better to say so.



"Hey, Nobby! We've got a kids' party when we get alongside tonight - some excitement for a change!"

'For valuable service in Hong Kong'

SWORD OF PEACE FOR KIRKLISTON



Lieut-Cdr. I. A. Robinson, formerly commanding officer of H.M.S. Kirkliston, receiving a Sword of Peace from the Duke of Edinburgh.

The award was primarily for the ship's outstanding work in rescuing survivors and assisting stranded ships when Typhoon Rose struck Hong Kong in August last year.

Besides this mercy work, the ship's company gave "valuable service to communities in and around Hong Kong" by undertaking a wide variety of projects - bringing electric power, repairing water pipelines, acting as blood donors, building playgrounds, and even becoming cowboys for a day to round up stray cattle on a large hilly island.



Whether dressed as friendly pirates giving a party for under-privileged children, or bringing aid to disaster victims, British Servicemen are known the world over - perhaps better than in their own land.

The Duke of Edinburgh paid tribute to this aspect of their work when he presented Swords of Peace, at a luncheon in London, to units of the Royal Navy, Army, and Royal Air Force:-

It is so easy to think of the men and women of the Armed Services simply as disciplined manipulators of complicated and lethal machinery.

Just because theirs are the destructive skills, which are called upon when all else fails, does not mean that they are individually destructive or aggressive.

Indeed their very training in discipline and the responsibility for dangerous equipment makes them far more conscious of the risks of violence and hysteria than ordinary folk.

Popular view

The popular view may well be that the Services exist solely for the purpose of fighting battles and wars.

In fact, of course, they are used to restore order in trouble spots, to bring relief to natural disaster areas, and to bring calm to situations of strife and tension.

It is just under these conditions that the innocent and the helpless are made to suffer, and no one knows this better or sees it more often than the Services.

No matter whether it is a natural disaster or whether the cause of the conflict is justified or not, it is always the children, the old, and the weak who make up the most pathetic casualty lists.

Compromise

In all these situations feelings run high, restraints are forgotten, and primitive passions, panic, and hysteria are liable to take over.

This makes it all the more difficult for units and individual members of the Services to hold on calmly to their decent human standards and to allow their natural compassion to overcome the excitement, the fear, or the anger of the moment.

It may seem ridiculous that people apparently dedicated to death and destruction should ever compromise with this primary purpose.

Yet there are innumerable incidents throughout the history of wars and battles where the fighting has been tempered with kindness and consideration between the opponents without in any way weakening the resolve of either side.

If ordinary people - and that is what Servicemen are - can behave like that in the heat of battle, how much more likely they are to be concerned about innocent victims.

By making these awards the Wilkinson Sword Company are giving a great deal more to the Services than three of their swords every year.

Congratulations

This gesture draws sharp attention to one of the most important functions of the Armed Services, and one which, unfortunately, is very seldom recognised.

I know we all congratulate the units which are to receive the Swords of Peace today, and I know that we are all very happy that they have maintained the very highest traditions in their humanitarian work.

The other Swords of Peace went to 3rd Regiment, Royal Horse Artillery, for their work in helping the civilian community of Northern Ireland, and to Royal Air Force Kinloss for the work of their mountain rescue and air sea rescue teams.

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GALE-LASHED OP. FOR BRITAIN'S ATLANTIC 'OUTPOST'

Thanks to a gale-lashed 15-day operation by a service and civilian team working from the helicopter support ship RFA Engadine, a navigational beacon now flashes on Rockall, Britain's bleak and isolated "outpost" in the Atlantic.

Rockall, located some 280 miles from Scotland and annexed by Britain in 1955, presented quite a problem because landings have rarely been possible since the first was made by a Royal Navy ship 160 years ago.

It was June 19 when Lieut.-Cdr. Michael Sant, commanding officer of 819 Squadron, based at Prestwick, took off from the Engadine in one of the two Sea King helicopters she carried for the operation. Two Royal Marine rock climbing experts from 45 Commando were to be lowered to the rock.

Safety lines

The task for Quartermaster Sgt. Alexander Frazer and Sgt. John Harvey was to fix safety lines before the work of building the beacon began.

Gale force winds delayed the start of the work until June 23 when the Sea King flown by 23-year-old Lieut. David Paris ferried the first load of men and stores across.

The two Marines were the first to be lowered. Then followed the working party led by 28-year-old CPO Ian Cox, of Lossiemouth, an aircraft artificer and keen mountaineer.

With work going ahead only in the brief lulls between gales, equipment lowered to the rock from the two helicopters included a portable generator for power drilling work, and the light, prisms, batteries and phosphor bronze and glass fibre body of the beacon itself.

30 batteries

Designed by lighthouse engineers of the Department of Trade and Industry, the beacon is powered by nearly 30 batteries and gives a 15-second warning signal. It will operate for a year without servicing.

Last year, when the island was for-



Mission completed and the beacon is in place. The master of the RFA Engadine, Capt. B. H. Rutterford (left) with Mr. L. A. Turner, of the Department of Trade and Industry, who supervised the building of the beacon, and CPO Ian Cox (right), leader of the working party.

Institute of Oceanography and the Institute of Geological Sciences mapped the seafloor around Rockall (including Helens Reef which breaks the surface two miles to the East), with hydrographic investigations being carried out by Lieut. Peter Willsted, of Chatham.

The scientific survey and rock samples may help to explain the existence of the island.

Before the Engadine sailed, her master, Capt. B. H. Rutterford, was winched down to Rockall to leave the flag of the training ship Engadine, based at Felixstowe, with which his ship has close links.

mally incorporated into the county of Inverness, a party of Royal Engineers was put ashore by the Engadine to prepare the site for the beacon.

This year, scientists of the National

A-light on the Rock...

One of the Sea King helicopters hovers above Rockall to lower materials to waiting hands.



BULWARK MAKES MALTA RETURN

When H.M.S. Bulwark entered Grand Harbour, Valletta, in July, she was returning to familiar sights.

In the last year she has spent a lot of time in Malta and this was the second occasion she had taken the main body of 41 Commando to the island.

Number 41 was embarked when the Bulwark left the island at the end of March — now the Royal Marines are back in barracks

at St Andrew's and hoping for a more settled period of married accompanied service than they have experienced in the last 12 months.



Between leaving Britain in May and arriving in Malta H.M.S. Bulwark and 41 Commando exercised with the U.S. Marine Corps in the Caribbean, interspersed with a relaxing visit to Mayport, Florida.

Here, LCEM Bill ("Runner") Bean and AB Don Dunleavy organized a sponsored three-legged walk, three pairs completing five miles each in temperatures in the 80s-90s. As a result, 345 dollars was presented to a nursery at Atlantic Beach, near Mayport.

In the picture above LCEM Bean and LOEM "Sandy" Sanders set off on the first leg of the walk, while musical encouragement comes from CEM "Cactus" Glasspool.

On the left the Bulwark is seen back at Malta, with members of 41 Commando and helicopters of 845 Squadron. Lascaris and the Customs House are in the background.



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Sailing into a 'big ship' future

Training trio

The three ships of the Dartmouth Training Squadron are Type 12's (Whitby class), forerunners of the modern frigate.

With a displacement of 2,144 tons and two sets of double-reduction geared steam turbines, they can top 30 knots, maintaining excellent sea-keeping qualities at high manoeuvrability at speed in all weathers.

H.M.S. Scarborough (nearest camera) is going for disposal, and the Tenby will be following at the end of the year.

The Eastbourne is taking over from H.M.S. Rapid in day running from Rosyth as artificer apprentice training ship.

Each ship in the Squadron has had about 40 midshipmen embarked, acquiring basic ship experience while accommodated as ratings.



DARTMOUTH

"Sea legs" can be acquired in any ship, but the hundreds of officers now in the Fleet who had their first trip with the Dartmouth Training Squadron became true sailors as part of an experience rare today in the Service.

The "squadron spirit" is a strong reminder of the old Navy, when inter-ship rivalry in sport, gunnery, and other activities produced a competitive battle in which every ounce of effort was demanded and freely given.

Muscle, mind and determination were flung into a continuing struggle against the stop-watch — a "cup match" fever which never subsided when ships were working together.

It was fun. And it was superb training.

So it has been with the Dartmouth Squadron. Few Londoners who saw H.M. ships Scarborough, Tenby and Eastbourne leave their river on July 21 would have realized that the paying-off pennants had a special significance, marking the final trip before disbandment.

and the handing over of the ship to one big ship — H.M.S. ...

An end-of-term atmosphere as wives and children took a trip to Sheerness, and then the West Country.

Sunshine and calm sea created a relaxed atmosphere for jack-board, seaboard exercises, handling, but for tomorrow's stint there was plenty of ship-inexorable ships' stop-watch phant "well done!"

END OF AN ERA

From the available colour pictures of the Dartmouth Training Squadron this one was chosen as having a "farewell atmosphere" most appropriate to this feature.

'Lash up and stow'



Chart plotting



For the first taste of life aboard ship, midshipmen don't find that their quarters are exactly five-star quality.

However, if it is any consolation to them in their rating messes, there are still many sailors who would cheerfully swop a bunk for a hammock any day.

Photographs in this feature include a number contributed by Chief Phot C. S. Dalby.

PULL

"Pulling" is a bad phrase in the Dartmouth.

This is a phrase which could grate the ears of the paying the public.

The brawn of Eastbourne in of Eastbourne included civic of visitors (Ir Collier, the T.

A special maintain was an "Open House" consume a pi half seconds.

Each ship of the Squadron has been modified for midshipman training by the addition of a charthouse, navigation platform and classrooms. These midshipmen were pictured plotting charts.

GUNNERY DIRECTION

All hard at work on the gunnery direction platform. The group was posed for the photographer to give an idea of training for midshipmen of the R.N. and other navies.



SQUADRON

Midshipman training duties on the Intrepid. The departure, the passage for the down-river, it was on into the night for

as next day maintained a stay transfers, "man overboard" firings, and ship officers doing their rating and shout, and those who were ticking off to a trium-

An occasional lash-up turned faces pink, and induced senior arms to despairing waves and exhortations, but that is what training is all about — the opportunity to profit from mistakes, and in so doing breed alertness, speed and skill for the tasks of peace or peace-keeping which may lie ahead.

With the change-over to H.M.S. Intrepid, some things in the future are bound to be different, but "big ship" training will bring new opportunities, and new excitements as well.

Though it is hard to avoid a pang for yesterday, there is no time for tears today. Tomorrow is for the making.

IN THE OPS. ROOM

Midshipmen under instruction in the operations room of a Squadron frigate. While afloat and working alongside ratings, they also train in navigation, gunnery, anti-submarine warfare, Officer of the Watch duties, and seamanship.



Storing ship



"Before the mast" tasks as midshipmen operate a chain gang act in storing ship after a replenishment at sea. Jackstay transfers demand skilful station keeping by the ships — and a lot of common-sense care and safety precautions.

Boat work

"Ambassadors of Britain" is no idle phrase for the Squadron, in their numerous foreign visits from Scandinavia to the Mediterranean. There are many eyes on their boat handling, which forms part of seamanship training.



LED THEIR

ing their weight" — and not use to mark the end of the Training Squadron.

one of scores of pictures had been used to illus- usy visits programme dur- st few months.

y specimens were from H.M.S. a tug-of-war success at the town's carnival. A packed time-table of functions, presentations, hordes including the Bachelors, Norman Miller Girls, and Pete Murray). moment for the Eastbourne's cap- appearance on B.B.C. Radio's " during which he was invited to nt of Guinness in three and a

WEIGHT

Meantime, H.M.S. Tenby was having a stirring and unusual occasion at their name port.

The ship handed back to the town for safe keeping the casket containing the freedom scroll. Unable to find a precedent, ships' officers devised a form of ceremonial to cover the formalities, which were greatly assisted by the presence of a Royal Marines band.

Since the freedom is held in the name of the ship "for ever," the scroll will be passed on when the next Tenby joins the Fleet.

Getting ready to fire

Gunnery forms part of midshipman training in the Dartmouth Training Squadron, and here they are getting prepared to fire a 40 mm. Bofors.



New on the bookshelf

MULTI-HULLED FASCINATION

A multihull success in the Observer single-handed race across the Atlantic, having regard to the stature of other contestants, was a surprise to many people, but not, one may be certain, to author D. H. Clarke, whose book *Trimaran Development* has just been published by Adlard Coles (price £2.25).

Reading the book before the race, one had an impression of a fiercely-dedicated enthusiast, taking on all comers who might dare to offer unjustified criticism of his beloved craft, but with Pen Duick IV first across the line, might opinions have to be revised?

In part, the book possesses all the cheerfulness of an "Undertakers' Gazette," with quite painful efforts at explanation or defence, but possibly your reviewer had better be honest with the writer and admit to his only one helming experience with a "cat."

One major difference between mono hulls and a tri lies in bad-weather handling.

In rising wind, the mono lies down and pleads, "Get some sail off. I am overpressed."

But with a tri, according to Mr. Clarke, "When working to windward in shallow seas and strong winds, don't reef and don't, whatever you do, pinch her or lose way . . . Maintain flying speed and you'll be surprised how well she handles. But don't blame me if you break something, or even if you capsize."

'Personal confrontation'

Mr. Clarke goes on to urge the need, in such conditions, for concentration and adds that "your confidence in your trimaran and in yourself is entirely a personal confrontation."

The explanation is more forthright than reassuring.

However hostile readers or reviewers may be, there would probably be wide acceptance of the suggestion that too much has been expected of the multi hulls "like believing that a novice will be safer on a tricycle than a bicycle."

One great fascination in the multi hull design lies in the scientific approach to the whole future of sailing.

Aerofoil rigging holds a fascination for the experimenter, and may yet be the everyday sailboat of the future, but it depends for successful performance on being kept upright. Only the multi hull can offer that kind of platform.

Mr. Clarke's book should be compulsory reading for the bitter enemies of trimarans. They might acquire even more ammunition — or perhaps start thinking again.

JACK AUBREY — CONTINUED

With so much real-life literature of the sea, the only hope for fiction is an authenticity which carries the reader clean out of make-believe.

Patrick O'Brian started a C.S. Forester run with his "Master and Commander" and now produces a continuation of the Jack Aubrey "life story" in *Post Captain*, published by Collins (price £1.80).

The second book in such a series may well be

the hardest — perhaps to write and certainly to relish. A certain "sameness" drags a little, but will eventually become the familiar ground of enjoyment as our hero creates his following.

"Post Captain" will be received with satisfaction by Mr. O'Brian's admirers, and if he can maintain this quality the success of a long line seems assured.

Queen in Prince's ship

When the Queen visited Portsmouth at the end of June to see her son's ship, H.M.S. Norfolk, the camera caught her and Sub-Lieutenant the Prince of Wales in happy mood.

The Prince conducted his mother on an informal tour around the guided missile destroyer, where the Queen met members of the ship's company. She saw the bridge, the ops. room, galley, junior seamen's mess deck and the Prince's cabin, and, before taking tea in the wardroom, watched a missile handling display.

On July 14 the Prince left the Norfolk for the next phase of his naval career, which will consist of a number of courses at establishments in the Portsmouth area. During this period, which is expected to last until the end of October, the Prince will be accommodated in H.M.S. Dryad.

On completion there are plans for him to carry out familiarization flying with the Navy and the Queen's Flight before joining the Leander-class frigate H.M.S. Minerva in November.

Photo: Chief Phot Dave Morris.



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FAREWELL – BUT CAVALIER MAY YET HAVE...

The last laugh

With paying off pendant flying, the veteran destroyer, H.M.S. Cavalier sails into her base at Chatham at the end of the last Royal Navy commission of her 28-year life.

It was July 6, one year to the day since that great 74-mile race with H.M.S. Rapid off the Scottish coast had gripped the nation's imagination and earned, for the Cavalier, the title of "fastest ship in the Fleet."

But the 2,106-ton Cavalier could still be on the winning side. On the day she slipped out of operational service the H.M.S. Cavalier Trust announced its target of £75,000 to save the ship.

Its aim is to open her to the public as a living museum and a permanent reminder of the crucial role played by destroyers in two world wars.

The Trust was launched by Rear-Admiral Douglas Parker, one time captain of a sister ship, H.M.S. Cavendish, who was principal guest in 1970 when the Cavalier commissioned for the last time.

He said the Trust was being formed in the hope of saving one of the last of the wartime destroyers to see operational service in the Royal Navy, and a detailed study of suitable berths was already under way.

From her typical open bridge to her carefully maintained machinery and guns the Cavalier was a worthy example of the ships that were known as the "greyhounds of the Fleet."

Battle honour

Built and engined by J. Samuel White and Co., Ltd., at Cowes, H.M.S. Cavalier was completed in November, 1944. In February, 1945, she took part in three operations off Norway and, after helping to reinforce the escort of Arctic convoy RA.64 (which had been attacked by U-boats, aircraft, and strong gales), she was awarded a battle honour.

Service in Far East, Mediterranean and home waters — interspersed with refits, modernizations and a long period in reserve — was the story of her R.N. life since the war.

Her last commission included Meet the Navy visits, exercises, fishery protection patrols, the salvage of a crippled Scottish coaster in a storm tossed Bristol Channel, and the great race. Twice her gunners were runners-up in the Fleet AA competition.

She began her last commission with Cdr. C. A. Snell as captain, and she finished it under the command of Cdr. P. M. Goddard.

Shortly before she paid off for the last time, there was an historic meeting at sea when the Cavalier met H.M.S. Caprice, her only surviving sister in the Royal Navy.

Running from Devonport, the Navy's only other second world war destroyer not to have undergone major conversion gives engineers practical sea experience.

Home-coming

Crowds watched the Cavalier's last "home-coming," and hundreds attended paying-off parties on board, her visitors including the Flag Officer Medway, Rear-Admiral Colin Dunlop, and former captains of the ship.

Three weeks earlier the Cavalier had said farewell to the town of Chatham in a five-day programme of hospitality planned by the civic authority.

So the laughing Cavalier, which had known notoriety among sailors as a ship in which half the ship's company still slung hammocks, slipped into retirement with a smile on her face.



Pints for the ship—from the Ship

Sailors from other ships in the base line up to watch the final entrance into Chatham of H.M.S. Cavalier.

Chatham landlord Donald Rose, of the Ship Inn (nearest pub to the Cavalier's berth), paid his tribute to his nautical neighbour by offering two free pints of beer to each member of the ship's company. Here he is toasting the Cavalier with (left to right) AB Phil Scott, MEM Jock McGoogan, AB Mario Shinkwin and AB Dave Ellis.



CHAPEL BELL SAILS FOR ST HELENA

When H.M.S. Eagle paid off this year it was arranged that her church bell should go to the Fleet Air Arm Memorial Chapel at R.N. air station Yeovilton.

At the same time the Chaplain of the Fleet received a letter from the Bishop of St Helena asking if a ship's bell could be made available for St Martin's Church there.

The church was built as a memorial to Harold Beardmore, a much-respected naval chaplain and former Bishop of St Helena, and naval church congregations contributed towards its building.

IN WHITBY

Arrangements were made for the bell already in the Fleet Air Arm Memorial Chapel to be sent to St Helena, being inscribed: "To remember Bishop Harold Beardmore. Chaplain, Royal Navy 1927-47. From the Naval Command to St Martin's Church, St Helena."

It was being taken by the recent chaplain of R.N. air station Yeovilton, the Rev. John Taylor, in H.M.S. Whitby, and was due to arrive in late July.

In the picture the bell is viewed at Yeovilton by the Rev. A. A. Upton, chaplain and four Wren writers on the staff of the Flag Officer Naval Air Command — Julie Baillie, Anita Parry, Margaret Stoves and Ruth Hunter.



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'Whistle stop' tour for two

"A whistle stop" tour with H.M.S. Devonshire was a feature of part of the passage of H.M.S. Lincoln in returning to her old "stomping ground" in the Far East. It is the frigate's sixth Far East tour since she first commissioned in 1960.

At Gibraltar an "Up the Rock" race was won by PO John Fowler with a time of just over 23 minutes, and the Inter-Part Trophy went to the RP Division.

After heading south to rendezvous with the Devonshire, there was a visit to Las Palmas in the Canary Islands and a meeting with R.F.A. Tideflow, before the Lincoln visited Ascension Island while the Devonshire went to St Helena.

Then the warships met again to go to Simons-town for a week alongside before the Lincoln went on to La Reunion, a French island off Madagascar, where there was a French frigate to welcome her. The Lincoln's soccer men took on the might of the local forces and won a close game.

Heading on to Singapore to join the ANZUK Force, the Lincoln stopped at Gan, where she added another footballing victory by beating the R.A.F. station.

Eagle aid for hospital

H.M.S. Eagle presented £1,767 to St Mary's General Hospital, Portsmouth, to purchase research equipment for the Kidney Unit, the formal handing over of the spectrophotometer being carried out by Cdr. David Jones, the ship's commanding officer.

At the start of the Eagle's last commission the ship's company were

told of the need in many hospitals for more renal research equipment and, led by PO John Hammond, the ship's Welfare Committee organized a series of raffles to collect money for the cause.

Some of the prizes offered were four new cars, a return air passage to

Hong Kong, and photographic and radio equipment, as well as cash awards.

With such attractive prizes, and the knowledge that a percentage of all monies collected would be donated to medical research equipment, the target set was soon reached.

The Welfare Committee decided last September that St Mary's would be the beneficiary and the spectrophotometer was purchased at the hospital's request.

In memoriam

R. Alsopp. OEM1. P/084602. H.M.S. Collingwood. June 15.

F. A. Cripps. A/LS. P/097201. H.M.S. London. June 17.

P. C. Johnson. NAM1. L/107584. RNAS Yeovilton. June 17.

Lieut. A. E. Trudgett. June 29.

J. E. Pain. CPO Wren. 112377. H.M.S. Victory. July 2.

Surg. Capt. J. M. Cline. July 3.

P. K. Marshall. POMEM. D/062754. H.M.S. Undaunted. July 8.

B. McCormick. CPOMA. D/MX.912817. R.N.H. Malta. July 9.

Lieut.-Cdr. G. E. T. Cartwright. July 10.

Lieut. J. Robertson. July 10.

P. C. Tillman. LS. D/104206. H.M.S. Brighton. July 12.

***** * 'TOP BRASS' LESLEY... *

June seems to have been quite a memorable month for 18-year-old Wren Writer Lesley Talbot, from Walthamstow, the only girl in H.M.S. Sultan's Volunteer Band.

That month not only brought Lesley a meeting with Admiral of the Fleet Earl Mountbatten of Burma when both the admiral and the band were at H.M.S. Mercury, but, on a more frivolous occasion, it also brought her a notable athletic triumph over the men in the band.

She won the band's annual playing, drinking, running race!

Lesley — six months in the W.R.N.S. — has been a euphonium player for six and a half years. Accommodated in H.M.S. Sultan, Gosport, she works in the W.R.N.S. drafting office at nearby H.M.S. Centurion.

In the picture Lesley meets the admiral when he formally named Kelly Squadron, a new entry squadron at the Royal Navy's Signals School.

Photo: Chief Phot. Dave Morris.

APPOINTMENTS

Appointments recently announced include:

Capt. P. B. Hogg. Caledonia in command. February 17.

Capt. D. D. N. Long. Sultan in command. January 8.

Cdr. R. W. Moland. Victory for St George in command. October 13.

Cdr. J. O. F. D. Billingham. Jaguar in command. February 15.

Cdr. P. D. Deller. Llandaff in command. March 5 (Appointment to Puma cancelled).

Cdr. C. J. Caughey. Lowestoft in command. February 26.

Cdr. A. D. C. Lund. Repulse Port Crew in command. July 1 1972.

Cdr. T. H. Green. Repulse Starboard Crew in command. July 1 1972.

Eng. Lieut.-Cdr. S. F. Wakeham. Drake for Inskip in command. November 27.

Lieut.-Cdr. E. F. Duscherer. For duty with ACR for Mersey Divn. R.N.R. and as Staff Officer and Mersey in command.

Lieut.-Cdr. C. P. Bengtsson. Rooke July 24 1972 and for Ashton, and Ashton in command on commissioning for trials and service.

Lieut. D. J. Alexander. Rooke August 14 and for Highburton, and Highburton in command on commissioning for trials and service.

Youngest ever?

At 35 Cdr. Richard Kirkby is thought to be the youngest-ever of that rank in the Supply Branch. He became a commander on July 1.

Cdr. Kirkby, who entered Dartmouth at 17, has among his appointments served in H.M. ships Superb and Carysfort and later was captain's secretary in H.M.S. Albion.

He now becomes secretary to the Flag Officer Scotland and Northern Ireland.



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NAVY BRINGS SIR FRANCIS IN

Sir Francis Chichester had a Royal Navy crew for the return of Gipsy Moth V to Plymouth. With him are (left to right) Aircraft Mech. Bob Nunn, Lieut.-Cdr. Peter Martin, CMEA(P) Jeff Bennett and Giles Chichester.

Home is the sailor

"Up the pole" to carry out emergency repairs to Gipsy Moth's mizzen mast is Lieut.-Cdr. Peter Martin.

H.M.S. Salisbury, in the Channel after completing exercises with H.M.S. Ark Royal, sped to the assistance of Sir Francis Chichester after illness had forced him to drop out of the Observer Single-handed trans-Atlantic race.

On board were Sir Francis' son Giles and an old friend, Mr. John Anderson (who had been flown out by Sea King helicopter from Culdrose) and a team of experienced yachtsmen from H.M.S. Ark Royal.

Led by Lieut.-Cdr. Peter Martin, first lieutenant of the Ark Royal, and accompanied by a medical officer, Surg-Lieut. John Quinn, other members of the team included Lieut. Bob Turner (824 Squadron), CMEA(P) Jeff Bennett, LS Alan West, Aircraft Mech. Bob Nunn (Ark Royal), and Yeoman Jim Smith (Salisbury).

A dramatic part of the operation was the emergency repair of the mizzen mast and rigging of Gipsy Moth V, damaged in the too close approach of a French ship.

MAST MANNING

As the yacht rolled in the Atlantic swell, Lieut.-Cdr. Martin spent over an hour up the mast cutting the triatic stay, freeing the 6ft.-long piece of mizzen mast which had broken off, and sorting out the standing rigging.

Making good time throughout the latter half of Saturday, July 1, and Sunday — 320 miles in 36 hours — Gipsy Moth, now sailed by Lieut.-Cdr. Martin, CMEA Bennett, and AM Nunn, slipped unnoticed into Plymouth shortly after midnight, and, by 0200 on the Monday, was safely at a buoy off Mashfords Yard, opposite Mount Wise.

Later that day, Sir Francis was admitted to the Royal Naval Hospital, Plymouth.

On July 27, when Navy News inquired after the health of Sir Francis, a hospital spokesman said: "Progress is maintained and he remains in good spirits."

SIR BERNARD SCORES A HIT IN THE ARK

H.M.S. Ark Royal, the Royal Navy's biggest warship, is also busy right now fulfilling her role as a rather spectacular floating showpiece.

The visitors she has lately entertained have included the Prime Minister (Mr. Edward Heath) and hundreds of schoolchildren (not all at the same time).

When Sir Bernard Miles, comedian, actor and proprietor/founder of the Mermaid Theatre, made a comprehensive tour of the Ark in June, he paid a special visit to the sick bay.

He had to, because, having banged his head on a hatch coaming, he had a scalp wound which needed stitches. He was subsequently presented with a hard hat to protect his head.

The Ark Royal was carrying out intensive flying exercises in the Moray Firth, and Sir Bernard, who had travelled by com-

mercial airline to Inverness, was flown to the ship from R.N. air station Lossiemouth in a Sea King helicopter of 824 Squadron.

Besides touring the ship, he entertained the officers and ship's company, and appeared on Ark T.V.

P.M. ABOARD

It was after she arrived at Portsmouth naval base on June 30 for a "Meet the Navy" visit, that the Ark Royal was visited by the schoolchildren — and the Prime Minister.

After watching the women's tennis final at Wimbledon on July 7, Mr. Heath travelled by helicopter from Battersea to

make his first visit to the Navy's biggest warship, at the invitation of her commanding officer, Capt. J. O. Roberts.

During the Ark Royal's nine-day stay in Portsmouth, more than a thousand schoolchildren, headmasters and careers masters from dozens of schools and colleges throughout southern England went on board.

'AIR' COMMAND

In full voice, and looking as if he's enjoying it, Sir Bernard Miles puts on record his Ark Royal visit by making a tape for the ship's radio.



Scouting around the world of Scouting

Sailors (or Wrens) who have also been Scouts (or Guides) can maintain their links with the organizations by becoming Deep Sea Scouts (or Guides).

The branch was formed to allow Scouts afloat to make contact with their fellow Scouts in ports throughout the world, and to offer them the opportunity to continue their Scouting activities in their seagoing profession.

Most ports have liaison officers to put visiting Scouts in touch with local groups, and more information on the branch can be obtained from: Devonport — Mr. S. F. Elbro, 6, Rosedale Avenue, Peverell (H.M.S. Raleigh); Portsmouth — Mr. Colin Mitchell, 78, Blackbrook Road, Fareham, Hants; Rosyth — Mr. T. Pearson, 40, Primrose Close, Rosyth, Scotland.

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—GANGES STYLE!

After many weeks of practice and preparation, the big day arrived at last for the display teams of H.M.S. Ganges.

Thursday, June 29, was Mast Manning Day, when the principal guest was Admiral Sir Andrew Lewis, Commander-in-Chief, Naval Home Command, and among the other guests was Rear-Admiral Colin Dunlop, Flag Officer Medway.

After the inspection of the ceremonial guard, displays were given by a Royal Marine Band, the Juniors' Bugle Band and the window ladder display team.

A new item this year was the "chair tricks" display — as featured on television and seen by the thousands of visitors to the Royal Tournament at Earls Court.

The 90-strong team performed 200 separate gymnastic movements without a single verbal order being given.

After the displays the mast was manned to music and the Sunset Ceremony performed. When the mast was cleared Admiral Lewis presented the "button boy," JEM Alan Filsell, with his crown piece memento.

The displays were repeated on Parents' Day on the following Saturday. Button Boy was JS John Crockford, who had a particularly tricky task as the mast was still wet from earlier rain.

Imagine trying to climb a fairground slippery pole, but with more than 100 feet between you and Mother Earth, and you have some idea of his problem!

When the rest of the mast manners

had reached their positions John was still gallantly heading for the top, slipping back a foot for every two feet climbed.

At last, with a valiant effort — and to spontaneous applause from the crowds below — he swung himself on to the nine-inch diameter button, 143 feet above the ground.

John's parents were among the thousands watching and their feelings at that moment must have been a mixture of pride in his achievement and anxiety for his safety.

However, there have been no accidents to date while officially manning the mast, and fortunately this year was no exception.

During Parents' Day H.M.S. Ganges is well and truly "open." Parents can visit the training centres, dining halls, galleys and juniors' messes. They can meet their son's divisional officer, class instructor or instructor officer and discuss their boy's progress.

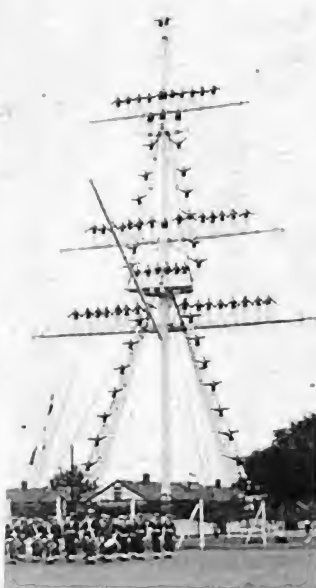
Static displays show the various types of training available in Ganges.

During the week-end juniors can take shore leave with their families, many of whom make a great effort to be present.

But most agree that it is well worthwhile, and certainly the juniors are pleased to be able to show off their first ship, even if it is a "stone frigate," to admiring friends and relatives.

J. L.

"Man at the top" on Mast Manning Day was JEM Alan Filsell, of Chesterfield.



Sunset Ceremony on Parents' Day 1972, with the Juniors Bugle Band. Button Boy on this occasion was JS John Crockford.

Andromeda drops in

A special visitor for Mast Manning Day and Parents' Day this year was the Leander-class frigate H.M.S. Andromeda.

During her stay she was visited by juniors of 35 recruitment from the New Entry division, and Ganges instructors took the opportunity to give the various classes of junior seamen instruction in anchors and cables, and the use of the seaboard.

The Andromeda acted as guard ship for Parents' Day. Many parents toured the ship while she was at anchor off Shotley Point, and her Wasp helicopter gave a flying display.

Various social and sporting events took place during the visit, which ended on Monday, July 3.

Embarked in the Andromeda when she left was a party of juniors — JS

Kitchener (Képpel division) and JROs Kitching and Cook (Drake) — accompanied by Inst. Lieut. J. Loftus.

During the passage to Portland the Juniors had two days of sea training, helping with a replenishment at sea and securing to buoys, and were introduced to the life they will lead when they go to sea.

Now they know what it's like to have that "let down" feeling! Four junior seamen and two members of the ship's company are pictured here (by PO J. F. Jackson) putting to sea in the Andromeda's whaler.



JEM Alan Filsell (left) and JS John Crockford, this year's Button Boys, pictured with their proud families on Parents' Day. The juniors are holding their crown pieces, which they earned by climbing the mast.

Admiral in the 'hall of memories'

Rear-Admiral P. M. Austin, Assistant Chief of Naval Staff (Operations and Air) visited H.M.S. Ganges on Sunday, July 9, and took the salute at Divisions.

He spent the week-end with Captain and Mrs. Ash at Erwarton Hall, the official residence of the captain of H.M.S. Ganges.

This must have brought back many memories to Admiral Austin, the son of Vice-Admiral Sir Francis Austin — from the age of eight to ten he lived in Erwarton Hall when his father was captain of Ganges.

In the picture Admiral Austin is seen inspecting the Drake division guard.



guard commander is just been rated junior Leading Junior Peter instructor by the Mountain, who had Admiral at Divisions.

Letting the train take the strain . . .

With the memory of an enjoyable, but exhausting trip up the Rhine still fresh in their minds, the willing crews of H.M. ships Flintham and Dittisham set off on another visit, this time to Southend, for the Southend Regatta.

The squadron berthed alongside the longest pier in the world — all 1½ miles of it — and were relieved to find the pier train service in operation.

The Mayor of Southend went on board to welcome the ships, and the officers lunched with him in town.

In the evening the official cocktail party was held on board and for the rest of the visit the juniors and members of the ships' companies were well entertained by the yacht clubs of the Southend and Leigh waterfronts.

During the regatta H.M.S. Dittisham performed a small service by landing an injured crew member from one of the yachts competing in the Town Cup race.

RETURN VISIT

Sixty years after he joined the Royal Navy at H.M.S. Ganges, Mr. W. E. Vorstius travelled with his wife and daughter from their home at Windermere, Westmorland, for a return visit.

"What a change I saw," said Mr. Vorstius.

Away from the classroom to be ...

On the bridge of H.M.S. Undaunted, leader of the Second Frigate Squadron, Junior Owen finds something of interest to point out to his mates (from the left) Juniors Curran, Duncan, Buckley and Linton.

DAY TRIPPERS



Fire! And then ...

A visit to Harwich by ships of the Second Frigate Squadron — returning to their Portland base after a trip to Sweden — gave many juniors a chance to take a break from their studies ashore and get a taste of life at sea.

The sea was fairly rough as the first party of about 30 boys embarked via the Ganges Training Squadron, H.M. ships Flintham and Dittisham, but the discomforts were soon forgotten when the "show" began.



A spot of practice for Juniors Linton, Thompson and Duncan.

collect the 'empties'!



And what a show the frigates Undaunted (the squadron's leader), Palliser and Ulster, with H.M. submarine Aeneas and the Royal Fleet Auxiliary tanker Grey Rover, put on for the juniors.

During their day at sea off the East Anglian coast the lads witnessed RAS fueling, light jackstay transfers, live mortar firings, a 40/60 Bofors shoot, and a recognition exercise with the Aeneas.

The next day another group of juniors

sailed from Harwich with the squadron and enjoyed a similar programme before returning to H.M.S. Ganges in the Flintham and the Dittisham.

Fortunately, the sea was a lot calmer on the second occasion and just in case the previous day's conditions upset any of the embarked juniors, the squadron added this comment in their report to Navy News: "Tell the juniors it's not always as rough as that!"

Pictures by H.M.S. Osprey chief photographer, Charles H. Thompson.

World 'tour' began in Ganges

In 1933 two young Chatham men went to their local Royal Navy careers office. They were signed on, the CPO wished them luck, and off they went to see the world. Now, from that same room, they are interviewing young men wishing to join today's Navy.

During their careers, the paths of CPO William Colby and CPO Gordon Daniels have crossed on several occasions. They trained together in H.M.S. Ganges, and served together in the old cruiser, H.M.S. Kent, on the China station.

After service all over the world, Chief Daniels, a signaller, joined the careers service in 1957 and moved to the Chatham office in 1964. A year later his old friend, Chief Colby — a gunnery specialist — joined him there.

William served in H.M.S. Foxhound during World War II and was mentioned in Despatches. Gordon served in various ships during the war after surviving the sinking of H.M.S. Southampton, in 1941.

Gordon and William live near each other at Chatham and are, of course, friends "ashore," but their naval liaison ends soon. Gordon, who was awarded the B.E.M. this year, retires this month, but William carries on until next June.

Photo: Russ Whalley



ADMIRAL ON TOUR

Rear-Admiral A. J. Miller, Flag Officer Second Flotilla, visited H.M.S. Ganges on Wednesday, June 28, en route for his flagship, H.M.S. Blake, at sea off East Anglia.

The Admiral toured the establishment before flying out to the Blake in a Sea King Helicopter.

Formed by pilots at the Army Aviation Centre, Middle Wallop, the Blue Eagles are pictured here rehearsing the "shell-burst" manoeuvre over a radio telescope near their base.

SHOW TIME, WITH THE BLUE EAGLES

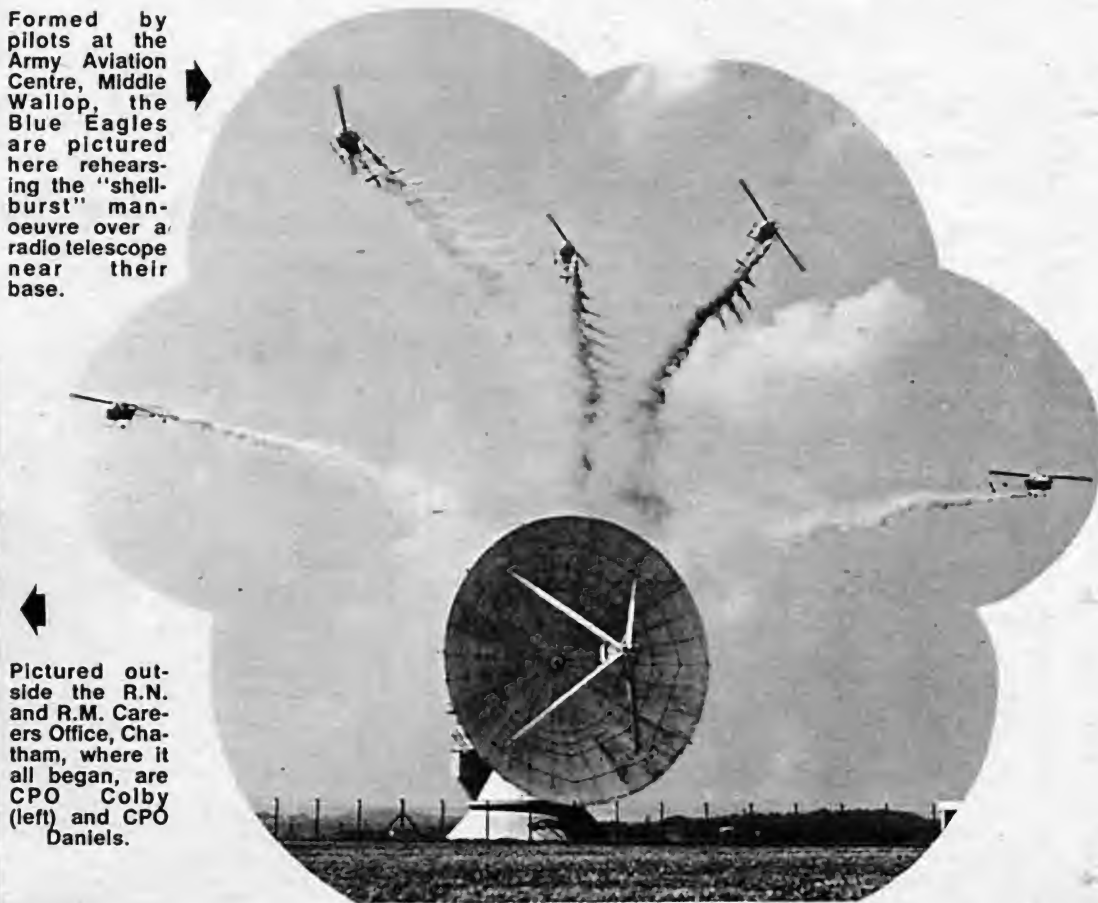
The Blue Eagles — the Army's helicopter display team — used H.M.S. Ganges as a base for their performances at the Spirit of Suffolk county festival at the end of June, and this gave hundreds of juniors and staff a free preview of their show.

On the morning of their first display at Martlesham the pilots rehearsed their display over the Ganges playing field, going through their impressive programme of precision flying.

Using coloured smoke to show up their flight

patterns, they demonstrated their manoeuvrability with fly-pasts, tight turns — and even a "square dance".

While in their hangar the helicopters were on display to juniors and many a potential aviator had a good look at them before they left.



Pictured outside the R.N. and R.M. Careers Office, Chatham, where it all began, are CPO Colby (left) and CPO Daniels.

Good show, Enfield



A stand at the Enfield Show proved to be a good "shop window" for the Royal Naval Association and, we're glad to say, for Navy News.

Enfield branch chairman, Shipmate R. L. Maguire, reports more than 40 inquiries from ex-R.N. types interested in joining the R.N.A., and about the same number from youngsters interested in the Sea Cadet Corps.

And what is more, 100 copies of Navy News were sold from the stand in the first three hours. "I think we could have trebled that number, but this was our first effort, and we live and learn."

"We shall be ready for the next one in a big way," said Shipmate Maguire, who is seen above making a point clear to social secretary "Stew" Barklamb.

Basingstoke

H.M.S. Sultan's popular Super Sentinel steam lorry doubled as a pirate ship in the Basingstoke carnival procession, with a "crew" of children in appropriate fancy dress.

Mums and dads joined in the fun and went along to collect money for charity. After the procession the working members of the lorry's crew were entertained by the branch, with refreshments supplied by the ladies section.

The ladies also provided "big eats" when the shipmates entertained sailors from H.M.S. Ark Royal and Wrens from the training establishment H.M.S. Dauntless, during carnival week.

Braintree

As he had recently bought a house in Suffolk it was appropriate that the first Area dinner to be attended by the national president, Rear-Admiral T. V. Briggs, should be that of No. 5 Area, organized by the Braintree branch.

Among the 150 people who sat down to dinner were representatives of Braintree, Chelmsford, Colchester, Dagenham, Dereham, Harlow and Thetford.

Afterwards dancing continued until midnight, with a short interval for nostalgia provided by the Braintree Concert and Marching Band — a well-drilled group of youngsters who marched and counter-marched to old favourites such as "Sons of the Sea."

A place of their own — AT LAST!

The official opening of West Bromwich branch's new headquarters in Bull Lane in June marked the end of a 25-year search for a permanent home.

Chairman of the branch building committee, Shipmate George Whitehouse, commented: "At last I have been able to realise an ambition and establish a headquarters in the town. It has taken us a long time, but it has been worth it."

Not only time was involved — the first phase of the conversion cost the branch about £11,500.

A former public house — the Albion Tavern — the building now has a distinct nautical flavour, with port holes, ships' lights and many Navy mementoes on the walls.

Before the "commissioning ceremony," 85 members marched behind the Albion Sea Cadet Corps Band on a mile-long route to Bull Lane.

Outside the headquarters the salute was taken by Captain N. M. Jewell, R.N. (ret.), a former commanding officer of H.M. submarine Seraph.

DEDICATION

The branch's "Shipmate of the Year" award has gone to George Whitehouse for his dedication and effort in converting a dream to reality.

Shipmate L. G. Williams, secretary, has extended an open invitation to R.N.A. branches. "We would welcome any members, and serving R.N. and R.M. personnel, of course, who would care to pay us a visit," he says.

Macclesfield

Branch secretary Neville Houghton spent 14 days in the R.N. Barracks, Portsmouth, last month, doing his annual stint of R.N.R. training.

A postman/driver in civvy street, Shipmate Houghton is a petty officer in the R.N.R. postal section. He spent his first week in R.N.B. mastering "instructional

techniques" — lecturing on the subject of postal services, of course!

Wantage

Make way for the oggies! Pictured here carrying two 3½lb. "twelve-oared oggies" is Shipmate H. J. Anns, secretary of the Wantage branch.



The occasion was the annual crib match between the branch and the King's Arms team.

No doubt fortified by generous helpings of those delicious oggies — made by Mrs. Anns and irreverently called "Rodney" and "Nelson" — the R.N.A. team won 2-1.

Wantage would welcome a crib challenge from Didcot, Abingdon or Newbury — "but we are in no doubt about the result," says a confident Shipmate Anns.

BEAUTY QUEENS ON PARADE

The first No. 6 Area dinner-dance was supported by 250 guests, representing at least 15 of the 22 branches in the area, reports Area Secretary Ron Joy.

Principal guests at the dinner in the Wilton Hall, Bletchley, were Lieut. H. H. Thompson, Luton R.N. and R.M. careers officer, and Mrs. Thompson.

One of their most pleasant duties was to judge the Area

Beauty Queen contest, with Shipmate Dennis Judge (No. 1 Area bulletin editor, from the Battersea branch) and Mrs. Judge.

The title went to Mrs. Shirley Bryant, wife of High Wycombe branch secretary, Ken Bryant, with "Miss St Albans" second and "Miss Princes Risborough" third.

BRANCH NEWS

Albion entertains



Newton Abbot

King Neptune (Shipmate P. Croskery) held court at the branch's holiday dance, when new members were "initiated." The king was attended by the constable (R. Salter), barber (R. Druce) and clerk (R. King).

About 90 members and friends watched as the newcomers were brought before the king and presented with certificates to prove that they had "well and truly crossed the line."

Princes Risborough

The branch standard is to be dedicated on Saturday, September 23 at the Parish Church of St Mary's.

Representatives of neighbouring branches are being invited to attend the service, and the celebrations in the evening at the Royal British Legion Hall.

Leamington Spa

"Land locked Leamington" is about as far from the sea as it is possible to get in England, but there on the banks of the Leam the R.N.A. club brings the best traditions of the sea to the community scene.

There are over 300 full members on the register, including some distinguished shipmates, one of whom is the current Mayor — and branch treasurer.

The branch has a splendid reputation for its welfare work; it has an efficient travel club; a social section which caters for all leisure pursuits, and the ladies' section is a model to all social clubs, raising funds which enable the branch to support many charities.

Royal Naval Association

UNITY — LOYALTY



PATRIOTISM — COMRADESHIP

Association

Head Office
2, Lower Sloane Street
London, S.W. 1

"Our organization at Leamington started some 24 years ago with literally nothing but stout hearts," writes Shipmate J. W. Griffin, welfare representative and newly-appointed publicity officer.

"We have made tremendous advances and we propose to make many more. Our development ambitions have no limit."

Tyne

Among the medals of Shipmate Robert Redhead, one of the branch's "senior citizens" who died recently at the age of 84, was the Messina Earthquake Medal.

It was struck in 1909 by King Victor Emanuel III of Italy, for Royal Navy personnel who helped victims of the Sicilian earthquakes of 1908 when 76,000 people died.

"I wonder if any other shipmate has one of these?" asks branch treasurer Shipmate E. Arkless.

Members were eagerly awaiting the visit of the ship's company of H.M.S. Grenville on August 4, and they also look forward to entertaining any shipmates in Newcastle on holiday or on business.

Llandudno

Members of the branch and some of the ship's company of

CPO Eric Figg is the first president of the Gunner's Association to hold the office while serving at sea, and he also became the first president to play host to some of the members on board his ship, H.M.S. Albion.

Ten members visited the commando carrier at Portsmouth, the most senior, in age and rank, being Commander William Gardner, R.N. (ret.) who is pictured above talking to the Albion's commanding officer, Capt. W. D. M. Staveley.

LONG SERVICE

Other members of the party included Mr. A. J. Jennings, a representative of the R.N. Benevolent Trust for 51 years; Mr. George Daisley, who survived the sinking of H.M.S. Audacious in the Atlantic in 1914; and Mr. A. Payne, who had a similar experience 39 years later, when H.M.S. Hurricane went down on Christmas Eve, 1943.

Also Lieut. Harry Howe, R.N. (ret.) who spent three years in armed merchant cruisers (known at the time as "Admiralty-made coffins") and Mr. G. Lewry, who served in H.M.S. Scylla and took part in convoy PQ 18 to Murmansk.

H.M.S. Lynx, visiting Llandudno, attended the civic church service and parade on July 2 to honour the new chairman of the Llandudno U.D.C.

He is Mr. Harold Gott — a member of the branch.

After the march past, at which Shipmate Gott took the salute, the sailors were served with pints of beer and pieces of chicken in the R.N.A. club.

During the five-day visit of the Lynx, they were regular and welcome visitors to the club and 30 members of the branch spent an evening on board as guests of the CPOs' Mess.

Coventry fanfare



Trumpeters of T.S. Argonaut, the Coventry Unit of the Sea Cadet Corps, sound a fanfare during a "swap plaque" ceremony in Coventry's R.N.A. club.

Receiving the badge of the Dunkirk Veterans — and handing over the R.N.A. badge — is Shipmate Eric Bull, chairman of the Coventry branch.



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GET WISE ON DCIs

The killick gets a new status

Mutineers no longer run the risk of being hanged, looting is added to the crime sheet, and leading rates are now "superior officers."

These are among changes brought about by the Armed Forces Act 1971, which came into operation on July 1 this year.

However, apart from remembering carefully the new status of the killick, there is unlikely to be a breathless hush while matelots study a long list of new offences they can get away with.

There aren't any. Generally speaking, what a sailor was hauled up for yesterday will still apply today, though the sub-sections and jargon may sound unfamiliar.

On same level

The idea of the Armed Forces Act 1971 was not to make life more difficult, but to get all three Services on the same level, and to do this a lot of amendments have been necessary.

There is a cowboy flavour to one of the changes, which lays down that in some circumstances it is no longer an offence to fight. Provided the other fellow "reaches" first, the hero can defend himself without fear of the jaunty.

It might be as well to have witnesses!

"Provocation" comes into it as well, so perhaps the Lone Ranch staff had better be approached with some caution.

DCI (RN) T 444

FILMS AND FINANCES

The Royal Naval Film Corporation is faced with a drop in income of £13,000 a year — and possibly more.

Rather than reduce the number of films supplied to the Fleet, the corporation, after sampling the opinion of ships' welfare committees, has decided that higher subscription charges are inevitable.

However, the new rates are unlikely to paralyse matelot finances, being about 23p per person per month (2p a film), the continued lowness of the charges being due to the generosity of the film renting companies who waive payment of royalties on films made available to seagoing ships.

DCI (RN) T 398

Met. observers

The training and experience of meteorological observers of the Naval Airman branch will in future be accepted for unestablished entry into the Meteorological Office at assistant scientific officer level, with the possibility of establishment after one year.

DCI (RN) S 152

About dough . . .

Mrs. (R.N.) Beaton has had to be brought up to date.

The new formula of "active dough developer" is not suitable for the present "no time dough (ADD) bread-making recipe," and the necessary changes are explained.

DCI (RN) T 389



"Might have guessed they would all lose interest in fighting if we made it legal!"

Setting up a 'pierhead jump roster'

Pierhead jumps are less likely, in future, to "come out of the blue."

The provision of emergency reliefs is often unavoidable, but to reduce turbulence caused by the present method, selected ratings will in future be nominated as "at risk" for emergency relief, and be at seven days' notice for draft.

Ratings nominated as emergency reliefs but not called forward will be stood down after three months.

The selections will be from men at the top of the roster for sea approaching time expiry, and men specially drafted ashore having completed less than 27 months of a sea draft.

DCI (RN) T 452

Advancement rule

Retrospective advancement for artificer and mechanic apprentices may still be possible, despite rule changes. Those who entered before January 1, 1972, when the merged entry scheme came into force, should study the latest explanation.

DCI (RN) T 383

Projectors

Destroyers and frigates deployed east of Suez are to get three cinema projectors instead of two. The allowance will be reviewed in 12 months' time.

DCI (RN) T 415

Going metric

When is a clip not a clip? When it's metric.

In this new metric world, clips of aluminium and Imperial brass (what a lovely sound that has!) for retaining electric cables are being replaced by a range of metric retaining straps.

DCI (RN) T 417

Ideas awards

QMS (T) H. G. Brookshank, R.M., is £200 richer through the "inventions and suggestions" awards from public funds and the Herbert Lott Naval Trust Fund.

Other principal recipients are as follows:

Lieut.-Cdr. (SD) (G) P. E. Goodman (£175), Capt. J. E. Chatfield, R.M. (£170), Sgt. (T) T. R. Bradshaw, R.M. (£95), REM(Air) J. C. Meredith and A/RSM D. N. A. R. Smith, R.M. (£90 each), Sgt. J. M. Allistone, R.M., PORE B. L. Simpson, CCEM M. W. Lilly, and MEA1(H) W. Veal (£80 each), CMEA(P) P. Johncock (£60), QMS(S) W. F. Edwards, R.M. (£55), and MEA(P)1 C. W. Jones (£50).

DCI (RN) T 446

Release centre

In addition to Portsmouth and Devonport, a new release centre is to be established in H.M.S. Cochrane for ratings due to leave the Service from ships and establishments in the Scotland and northern England areas, or who will be released to home addresses in these areas.

Ratings can only be accepted to join H.M.S. Cochrane on Mondays and Wednesdays of each week.

DCI (RN) S 158

Aid for house purchase

For house purchase, the maximum amount under the advance-of-pay scheme for leading rates and above has been raised to £1,143, plus £100 to cover legal expenses, etc.

DCI (RN) T 451

Cylinder care

Acetylene gas cylinders (£350 a time), sturdy as they may appear, are by no means "sailor proof," and a severe dent or score may render them unserviceable — even before the first recharge.

Advice is given on how they should be stored and protected.

DCI (RN) T 419

Aim of this regular feature is to give a general impression of new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

The form if you want to vote

In case anyone still does not know — the right to vote cannot be exercised without filling in forms every year.

Any Service man who fails to register by October 15 (September 15 for Northern Ireland) will not be able to vote in any election which takes place in the 12 months commencing February 16, 1973.

Wives accompanying their husbands overseas are also involved in the Service procedures. Those who may feel

somewhat disillusioned by party politics can still have good reason for registering as an elector.

Some local councils use the Register of Electors to decide whether Service and ex-Service personnel are eligible to be included on their housing lists.

DCI (RN) T 432

R.A.F. to give Navy flyers the fixed-wing 'gen'

The Royal Navy is to retain a measure of fixed-wing expertise by having a small number of officers specially trained — by the Royal Air Force.

The Admiralty Board have approved the scheme on the basis of the requirement for officers who can appreciate and advise on the relationship of fixed-wing air warfare to naval operations.

In general, selections for this role will be made from General List aircrews officers during, or on completion of, their first helicopter tour.

They will be appointed to the R.A.F. for training, and for one tour of duty in an R.A.F. front-line fixed-wing squadron.

Pilots will receive two years' training followed by a three-year tour, and observers one year's training with a two-year tour.

NEXT YEAR

On return to the Royal Navy, officers may expect to complete their second helicopter tour.

The scheme will start with the selection of three pilots and two observers to start training in April 1973, the aim being that by 1976 and thereafter, four pilots and five observers will be serving with



R.A.F. squadrons at any one time.

General List officers who wish to be considered should apply through the usual channels.

DCI (RN) S 164

To aid cadets

Plymouth, Chatham, and Rosyth are to have a Careers Acquaintance and Cadet Training Officer organization on the same pattern as that at Portsmouth, in order to co-ordinate Combined Cadet Force and Sea Cadet Corps annual training and visits to ships and establishments.

DCI (RN) S 160

Fund transfer

The assets and income of the Gulf Naval Welfare Fund will be transferred to the Fleet Recreational Fund under a draft scheme prepared by the Charity Commission.

DCI (RN) 445

Appeal hope

First of June Appeal Fund distributions in 1971 totalled £12,000, and in making this year's appeal, the Chairman (Flag Officer Naval Air Command) hopes that subscriptions and covenants will keep pace with the reducing number of officers available to give support, and the constant fall in the value of money.

DCI (RN) T 399

More about DCIs — page 13

CHANGES IN REPORTING SYSTEMS

The Admiralty Board have reviewed the present system of reporting on officers, and in particular the need for officers to be informed regularly of assessments made of the performance of their duties and to participate in the planning of their careers.

They have, therefore, decided to introduce measures aimed at making officers aware of the opinions held by their superior officers of their performance, and creating more opportunities for officers to discuss their careers and appointments with appointing authorities.

The new measures, which are now in operation, include the regulation of some existing procedures.

DCI (RN) S 163

Reporting procedures for senior and junior rates have been revised, to ensure sufficient knowledge of their capabilities by reporting officers.

In certain circumstances, interim reports may be required for chief petty officers and petty officers, so that annual selection boards will have details covering at least six months' knowledge of every man.

For able and leading rates, although there will be no interim reports, marks and recommendations will be recorded, even where drafting has taken place.

DCI (RN) T 428





THE EXPERTS!



The idea of the competition, which began in 1967, is to exchange ideas and techniques of search and rescue for the benefit of all, and in keeping with this idea the winners' trophy is named after the founder of the International Red Cross.

The Henri Dunant Trophy was presented by United Aircraft International.

Many Service personnel and civilians owe their lives to the skill, expertise and courage

of the SAR crews and, as if to emphasize the point, news came during the week of H.M.S. Yarmouth's rescue of 13 seamen from a wrecked freighter.

It was evident, then, that the competition was a thoroughly worthwhile exercise, enjoyed by all participants who will look forward to next year's meeting in West Germany — when the Royal Navy will be out for a hat trick.



Search And Rescue

SIXTH INTERNATIONAL COMPETITION

Royal Navy flyers have done it again. Competing against 11 other Services from eight nations the two Fleet Air Arm crews repeated last year's message: in the field of helicopter search and rescue they are the world's top experts.

In the week-long competition at H.M.S. Daedalus, Lee-on-Solent, the Royal Navy retained the four major trophies won last year, including the Henri Dunant Trophy, as overall winners.

Fortunately coinciding with a spell of real summer weather, the competition opened with the navigation event in which crews flew a 110-mile course around southern Hampshire.

Points were lost for each second early or late at a series of turning and landing points, and for failing to identify a variety of objects on the route.

The Navy started well by winning this event.

The scramble event, perhaps the most exciting of the competition, was won by the United States Air Force team, who

located and recovered their "survivors" from the waters of the Solent with extreme speed and efficiency.

On this occasion the Royal Navy had to be content with third position, behind the Royal Danish Air Force.

On the final day, however, they once again demonstrated their superior skills when, with superb accuracy, the B team dropped their underslung weight almost dead centre on the bulls-eye target (pictured left).

Despite all the hard work in which the teams were involved, time was also found for recrea-



Team manager
Lieut.-Cdr. R. F. Ryan receives the Henri Dunant Trophy from the Second Sea Lord, Vice-Admiral L. D. Empson.

tion. An intensive social programme included a reception by Martini Rossi at New Zealand House in London, and trips to places of interest.

And at night the bar of Browdown Camp, where the teams were accommodated, overflowed with songs and sounds of many languages.

Solent scoop

AWARD WINNERS

Overall results: 1. Royal Navy (3830pts.) Henri Dunant Trophy; 2. United States Air Force (3707) Kaman Aerospace Trophy; 3. Royal Air Force (3694) Fulmar Trophy.

Best crew overall: Royal Navy B (1940) Netherlands Challenge Trophy.

Navigation event: 1. Royal Navy (1955) Westland Trophy; 2. Royal Danish Navy (1902); 3. U.S.A.F. (1870).

Scramble event: U.S.A.F. (775) Rolls Royce Trophy; 2. Royal Danish Air Force (763); 3. Royal Navy (759).

Precision winching: 1. Royal Navy B (571) RFD-GQ Trophy; 2. R.A.F. A (557); 3. U.S.A.F. B (548).

Other final scores: Royal Danish Air Force 3581, Royal Danish Navy 3528; Royal Netherlands Air Force 3507; Royal Belgian Air Force 3305; Royal Netherlands Navy 3221; French Navy 3109; Federal German Air Force 3066; Federal German Navy 2898; Italian Air Force 2589.

The end of a Solent swim! An S61 of the Royal Danish Air Force moves in to scoop up one of the "survivors" during the exciting scramble event. They earned second place.



Now the excitement is over, there's time for a well-earned drink for the Royal Navy team (from left): Lieut. Simon Thorneycroft, Lieut. Mike Boland, REM John Humphries, Lieut. Andy Gough, Sub-Lieut. Colin Fer-

brache, Lieut. David Raines, REM Peter Spearman and the captain, Lieut. Chris Powell.

And the girls are all smiles too, now they are home and dry after acting as

Home and dry



"survivors" for the Royal Navy team in the scramble event. This charming quarter comprises, left to right: Wrens Hillary Benson, Christine Williams, Janet Smith and Leading Wren Barbara Padfield.

NAVY NEWS DIARY

With a sting in the tail...

When "Bee Flight" dropped in on the R.N. air station Yeovilton they chose a rather inconvenient place to "land" — right on the tailplane of the Fleet Air Arm Museum's carefully restored Sea Fury!

The pilot, Lieut.-Cdr. Peter Sheppard was on his way out to practice for the station's air day when the swarm arrived, and he was grounded for the afternoon.

A local beekeeper, Mr. Mervyn Mounsdon, came to the rescue and collected the swarm. He was rewarded with a plaque bearing the

station badge, presented to him by Capt. Keith Leppard.

Sea Fury TF 956 was the first of its type produced by Hawker Aircraft in 1948. It was restored to flying condition at Yeovilton and made its first official flight in January this year.

It now takes part in flying displays with the museum's Swordfish — bees permitting!



Monkton's 'bachelor boys'!

The claim that H.M.S. Monkton is the only ship in the Royal Navy with an all-bachelor wardroom is going to be difficult to maintain now that the patrol ship is in Hong Kong. There are so many delightful young ladies about!

"It looks as though Hong Kong will be our biggest challenge," said the Monkton's commanding officer, Lieut.-Cdr. Chris Craig, as he welcomed on board these three pretty girls from the Hong Kong Tourist Association.

The girls — Michele Andrado, Doris Wong, and Millie Yan — were given a conducted tour of the ship and are seen here with Lieut.-Cdr. Craig, Sub-Lieut. Bob Saxby, Lieut. Tony Bollingbroke, Sub-Lieut. Richard Lawson, and Sub-Lieut. Charles Howson, with bachelor dog Dumbo, the ship's mascot.



Aagh! It's Dr. Who

As if the monsters in his "Dr. Who" television programme were not frightening enough, actor Jon Pertwee did his best to scare some of the youngsters at the King George's Fund for Sailors fete at the R.N. Barracks, Portsmouth.

Not that he was trying to frighten away any of the customers, of course. In fact, he was such a star attraction that a long queue of visitors formed at the wardroom gates well before "opening time."

More than 3,000 adults paid to go in — and it was just impossible to count the children who swarmed in for free!

The result was a resounding success, producing a profit of £2,677.

Photo: LA K. Moore



THE BIRDS ... AND THE BEES

A sad story from Bedford

Just as Navy News was preparing to tell the world about the Flight Deck Machinery Trials and Training Unit, and its new recruits Boo Boo and Boo Bee, this dramatic message arrived in the office: "The owls are dead!"

It seems that the two young owls were found by CEAL Dixie Dean at the Royal Aircraft Establishment, Bedford, where the Unit is based.

They lived in a three-star cage built by MECH1 Eddie Gregson and MEM1 Loodey Leeson, with victualling arrangements by OEM1 Bob Cope, and gradually grew stronger — as indicated by the number of bandaged fingers around the Unit.

In fact, all was well until the fateful week-end when they were fed with a dead thrush. Obviously too little attention was paid to the circumstances surrounding that

thrush's death because on Monday morning Boo Boo, Boo Bee — and another owl which had been found, covered with oil, in the hangar — were all dead.

Now, you could say, they don't give a hoot...



Left: Boo Boo and Boo Bee, pride of the Unit's stand at the R.A.E. "open day."

Culdrose's Whirlwind

A painting of a Whirlwind Mark 9 helicopter by Douglas Ettridge, presented by him to the Fleet Air Arm, now hangs in the wardroom at the R.N. air station Culdrose.

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FAREWELL ALBION



Although it has now been announced that H.M.S. Albion is to be withdrawn from service at the end of the year, she has this summer been her usual busy self.

Since taking part in exercise Strength Trial, a national amphibious exercise in the Orkneys, and disembarking 45 Commando R.M. back to Condor Barracks, Arbroath, she has visited Holland and the Clyde and her programme was then taking her on to the Cinque Ports.

Before leaving Arbroath the Albion embarked from H.M.S. Fearless a 300-strong company of the Royal Netherlands Marine Corps to take them to Rotterdam. Also embarked were the band of the Junior Leaders Regiment, Royal Armoured Corps, who played the ship into port, with the deck lined by alternate Royal Navy and Royal Netherlands Marine Corps men.

COMBINED SERVICES

With a Royal Marine guard in white helmets and an Army band, the carrier presented a "combined services" sight, which included the ship's two R.A.F. officers paraded at the bow, with U.S. Marine Corps representatives as well.

Favourite places for visits during the stay in Holland were

GETTING OUT?

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Visit to Holland

Delft, the Hague and Amsterdam.

Sailing down the river from Rotterdam, the British Ambassador to the Hague (Sir Edward Tomkins) and the Consul-General at Rotterdam (Miss F. H. Young) were on board.

They flew ashore by Wessex V helicopter, the last trip that 848 Squadron was to make for the ship, which was sailing for the

Lizard to disembark them to R.N. air station Culdrose after 14 months embarked.

From Cornwall the Albion sailed for the Clyde for a courtesy visit, arriving during Clyde Week. Despite rain the expeditors took to the Scottish Highlands.

Later at Portsmouth a families day was held on board.

The announcement of the Albion's withdrawal from service was made by Mr. Peter Kirk, the Navy Minister.

She is to be replaced by H.M.S. Hermes, which is being converted to a commando ship at Devonport. H.M.S. Bulwark will continue to serve as a commando ship.

Off ashore from H.M.S. Albion for the last time go Wessex V helicopters of 848 Squadron, flying to their base at Culdrose. Ship and squadron had been together for more than a year.

You are leaving the Royal Navy soon but still have not decided on that second career... You may lack professional and academic qualifications but make up for it with initiative and self-confidence. One possibility is selling life assurance.

Average earnings are over £3,000 in this expanding business, says a former chief petty officer writing in the latest issue of the Services Resettlement Bulletin.

He explains that he chose employment with a life assurance company for two basic reasons: money and job satisfaction.

This issue of the Services Resettlement Bulletin — No. 4 of 1972

Selling for you?

— also contains articles about careers in computers, the Stock Exchange, the Prison Service, radiography, social work and as an instructor at a government training centre. There is an item on regional opportunities in Wales, 10 pages of situations vacant and tables of resettlement courses.

The bulletin is available free from ship or establishment resettlement officers.

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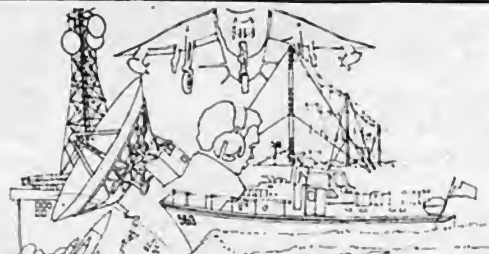
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"I don't care what anyone says, I think you traffic wardens do a wonderful job."



"Let's hope the captain is as 'with it' as you are."



The 2nd Frigate Squadron's Trainex 72 included a visit to Malmo, Sweden, for H.M. ships Undaunted, Palliser and Ulster.

They sailed from Portsmouth in company with H.M.S. Torquay (the "new boy" of the squadron) and H.M.S. Grenville, which remained in the Portsmouth area for trials.

On passage to Malmo one surprised look-out caused a stir when he reported "half a super-tanker on the port bow!"

This turned out to be the bow section of a tanker being towed from Lisbon to join the stern half being built at Gothenburg.

H.M. submarine Aeneas and R.F.A. Grey Rover, with the Jupiter Flight embarked, joined the force, and while everyone else was engaged in operational exercise the ships' cooks were busy preparing "goodies" for the squadron bakery competition. Winners, by a short crust, were cooks of H.M.S. Palliser.

'Happy holidays'

In brilliant sunshine the five ships joined up in line ahead to enter Malmo and in the Sound they were wished "Happy holidays" by two Russian warships - and this proved a good omen.

The varied programme for the visit included a civic luncheon, tours of Europe's largest shipyard and a tobacco company, and a demonstration by Malmo Fire Brigade.

There were also sightseeing trips and some

TRAINEX FOR 2nd FRIGATE SQUADRON

members of the squadron took the opportunity to return to Copenhagen which they visited last summer.

The ships were open to visitors over the week-end and the Aeneas proved the star attraction. Her crew played hosts to a party of orphans who enjoyed a tour of the boat and a party.

Sport was not neglected during the four-day visit. The squadron soccer team beat a local AA Regiment 6-5, and the rugby team diplomatically drew 14-14 against the Malmo Rugby Club.

The squadron also surprised locals by staging a tug-of-war on the jetty. The liquid prize was won - and immediately consumed - by the Undaunted team.

Trainex 72 finished at Portsmouth, where the Undaunted, Palliser and Ulster took their families to sea for the day.

Malmo run



DIOMEDE DUO



Waiting to greet H.M.S. Diomedé when she moved into her berth at the ANZUK Naval Basin in Singapore were the frigate's tandem pair who had earlier cycled 600 miles from Penang in West Malaysia to Singapore for the fun of it.

The trip, at an average speed while cycling of 20 m.p.h., had taken four days, giving two days in Singapore to recover before the ship arrived. Main problem en route was the heat.

Seen occupying the front "berth" is CPOA Owen Bryce, while bringing up the rear is LSA Peter Little. Their journey after leaving the ship in Penang took them to Kuala Lumpur, where CPO Bryce had to "effect repairs" to a strained ankle.

After completing the mammoth journey he said, "We could have done it in three-and-a-half days if the stoker hadn't been so heavy that the rear wheel collapsed! We spent half a day in a small village while the local repair shop rebuilt it for us."

CPO Bryce used to cycle competitively and was the Navy's cycling champion eight times. It was the first tandem ride for LSA Little, who said, "We wanted to see something of the local way of life and culture. The people we met were marvellous to us and whenever we stopped a small

crowd would soon gather and offer us hospitality."

Norfolk's new task

Following a maintenance period in Portsmouth, H.M.S. Norfolk was leaving in late July and her new task will be as flagship of the Standing Naval Force Atlantic, in which she will fly the broad pennant of Commodore John D. E. Fieldhouse, the force's British commanding officer.

BUSKING CHIEFS

This group of H.M.S. Undaunted's chiefs brought some good old English busking to Sweden with their impromptu entertainment. They are (from left) CCEA Bryan Blackmore, with his "lagerphone"; CMEM Alex Hamilton, spoons; MAE (H) Brian Woodford, "bass stan-chion"; MEA (P) Bill Colligan, tamberine, and deck treads; OEA Mick Bowen - group leader - vocalist, guitar, harmonica, tin whistle and kazoo; CPO Ivor (The Buffer) Burr, comb.

Photo: H.M.S. Osprey chief photographer, Charles H. Thompson.

A game of cards helps pass a spot of time-off at "1,000ft." The divers are Lieut-Cdr Peter Cobby, Chief Petty Officer Ray Andrews and Senr. Chief Petty Officer Bill Winters, U.S. Navy.

Photo: Chief Phot. Dave Morris.

DEEP DIVE TRIO



An Anglo-American underwater "mission" concluded successfully on July 9 when two Royal Navy divers and one from the U.S. Navy completed a 20-day simulated 1,000-ft. cold water dive at the R.N. Deep Trials Unit, Alverstoke.

The men's living chamber was only 12ft. by six ft., and they had spent up to three hours a day in the diving tank evaluating breathing apparatus, diving instruments and equipment.

The three entered the deep diving complex on June 20 and decompression began on June 27, a total of 11

days being needed to decompress from 1,000 feet.

Royal Navy doctors maintained a close watch on the divers, studying physiological and medical effects on how men react to life at such depths.

On their return the divers were congratulated by Capt. Eugene B. Mitchell, Director of Ocean Engineering, Diving and Salvage, U.S. Navy, and Cdr. Guy Worsley, the Royal Navy's Superintendent of Diving.

Capt. Mitchell said the dive had proved that the closed circuit underwater breathing apparatus was now ready for evaluation in the open sea.

Scylla's 'squeeze'

H.M.S. Scylla proudly claims to be the first Royal Navy ship to visit the port of Vasteras in the heart of Sweden, about 80 miles across Lake Malar from Stockholm and the sea. But she only just made it . . .

First she had to negotiate the canal and lock at Sodertalje — with about three feet of water under her screws, 11 feet between the masthead and overhead cables, 15 feet either end in the lock and six feet either side in the entrance!

'LOG CABIN PARTY'

The Scylla was given a tremendous welcome at Vasteras, with a fly-past by Draaken fighters of the Royal Swedish Air Force.

Highlight of the five-day visit was a "log cabin party" out in the wilds, where the combined efforts of the wardroom and CPOs' guitar and accordion ensemble could disturb nobody's sleep!

Phoebe home to a warm welcome

H.M.S. Phoebe returns to Chatham from the West Indies — and, wow, someone's glad to be back! The sailor is EM Paul Dannar-unna, of Southampton, greeting his girlfriend Susan MacKinnon.

Photos: Russ Whalley.



Whitby welcomed by 'home towners'

Although winds remained at near-gale force throughout the four days of her stay at her "home town" of Whitby (Yorks), the frigate H.M.S. Whitby made the most of the visit.

She headed north following completion of work-up at Portland, and dropped anchor about half-a-mile off the breakwater. A heavy swell made boat-running difficult, and on two nights libertymen were forced to find accommodation ashore.

But so warm was the hospitality by the residents, and in particular the Missions to Seamen, that few found any difficulty, despite there being more than 80 stranded.

Receptions and a luncheon party were held on board. The town entertained the ship's

company to rugby and football and a dance, in addition to the many private invitations. Highlight of the visit was a civic luncheon on the final day.

The R.A.F. at Fylingdales proved most hospitable, and the liaison between the ship and the Green Howards, who have their Regimental H.Q. at Richmond, was re-cultivated.

After sailing to Portsmouth, the Whitby embarked 160 wives and children for families day. During five hours at sea they saw the firing of guns and mortars, and a helicopter display.



EXPED. COTTAGE

Kennel Cottage, the Navy's exped. and community relations centre in County Antrim, has been opened by the Flag Officer, Scotland and Northern Ireland (Rear-Admiral D. A. Dunbar-Nasmith).

The cottage, which had been condemned and was about to be pulled down, was restored and equipped through the generosity and hard work of many volunteers, while the Sailors' Fund made a contribution

After eight months in the sunshine of the West Indies, H.M.S. Phoebe returned on June 23 to one of the largest "family day" greetings seen at Chatham for a long time.

Some families went out to meet the frigate off Sheerness for the last leg of the journey home, and in the Naval Base there were welcomes from mums and dads, wives and sweethearts — and a special welcome from the Guide Dogs for the Blind Association.

Area organizer Mr. William Binning was waiting to receive a cheque for £555, raised by the ship's company during the tour.

The cheque was presented by the Phoebe's commanding officer, Capt. Robert Irving, who received a model of an Alsatian guide dog from Mr. Binning. The money is to be used to train a young dog named after the ship.

Big cheque for blind

Capt. Irving also had the pleasant task of presenting the prizes won in competitions held on board — a saloon car to MEM Robin Nemes (19), of Bristol; a holiday voucher worth £150 to OEM William Sinclair (29), of Dunbar; and a £50 holiday voucher to Leading Steward Geoffrey Holland (23), of High Wycombe.

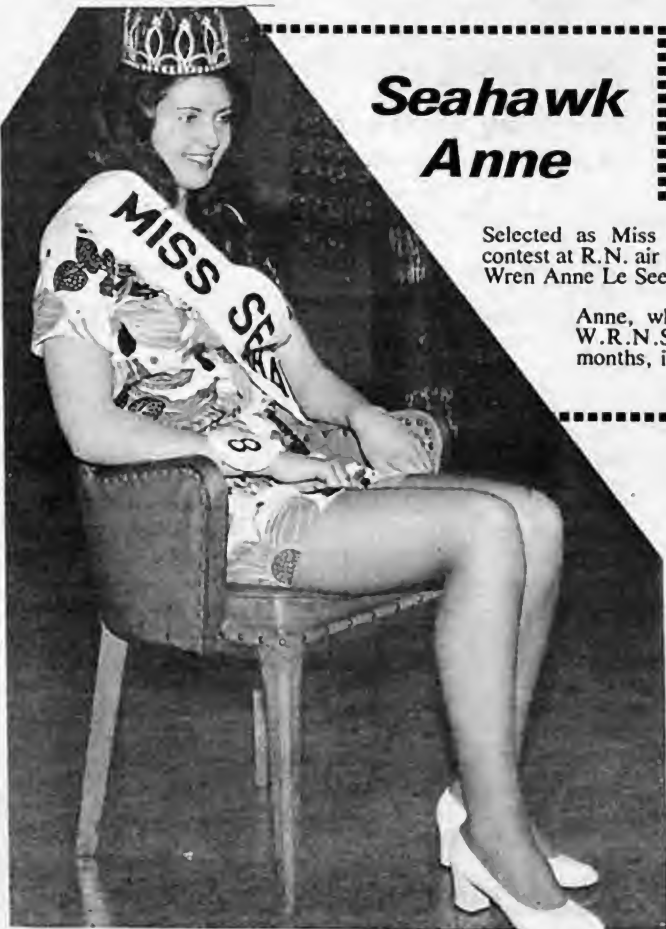
Before the return from the West Indies, the Phoebe's helicopter, aided by the ship's "Bob a Job" team, assisted in the erection of a new lighthouse on the small island of Anguillita, near Anguilla.

Seahawk Anne

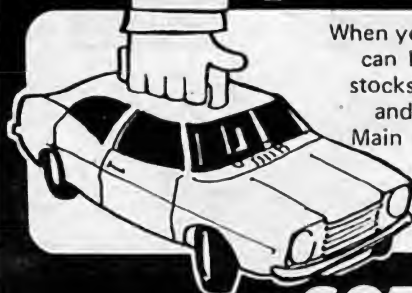
Selected as Miss Seahawk 1972 at a contest at R.N. air station Culdrose was Wren Anne Le Seilleur (19), of Jersey.

Anne, who has been in the W.R.N.S. about eight months, is a weapon analyst.

Photo: Tony Wilson



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Golden signals from Navy's

Mrs. Netta Lait, civilian teleprinter supervisor at the R.N. Comcen at the Forces Postal Depot, postal 'empire'

Mill Hill, shows to an admiring naval contingent the framed "commendation for signals transmitted accurately and rapidly." Left to right: L Reg Bradley, Mrs. Lait, Lieut. Fairless, RPO Sedgley, and RPO Baker. Picture: Dave Casaru

In the Forces Postal Depot at Mill Hill there is a small Royal Navy contingent of regulators under Lieut. P. H. Fairless (SD) (Reg) who are responsible for all mail to the Royal Navy and Royal Fleet Auxiliary ships throughout the world.

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COMMISSIONING FORECAST

Latest commissioning forecast details are as follows:

AUGUST

NUBIAN (GP Frigate). August 31. Trials crew at Rosyth. Commissions November 30. Port Service.
LLANDAFF (AA Frigate). August 21, refit crew at Chatham. Port service.
ZULU (GP Frigate). August 29. Long refit party at Rosyth. Port Service.
TIGER (Cruiser). August 10 at Devonport. General Sea Service.

SEPTEMBER

LEANDER (GP Frigate). September 26. Trials crew at Devonport. Port Service. Commissions November 16.
ARIADNE (GP Frigate). September 20 at Glasgow. Reduced trials crew. Port Service.

OCTOBER

AURORA (GP Frigate). October 30. C. and M. Party at Chatham. Port service.

'Carry on' up the Avon . . .

In the heart of Bristol after making the tricky but picturesque passage up the River Avon and under Brunel's famous suspension bridge is H.M.S. Palliser, which took part in the city's Water Festival.

The day after her arrival at Narrow Quay, the festival was officially opened by the Lord Mayor and it soon became clear that the Palliser and the training ship Royalist were the main attractions. The frigate also took part in diving displays and pulling regattas.

Finale of each day's events was a "Crossing the Line" ceremony performed on the Palliser's fo'c'sle by members of the ship's company.

Tremendous hospitality was shown by the city to the ship during her visit.

MATAPAN (Destroyer). End of October at Portsmouth. Home Sea Service. AUWE trials ship.
KENT (GM Destroyer). October 27, at Portsmouth. General Sea Service. Home.
ADRIADNE FLIGHT. October at Portland. General Sea Service. Wasp.
TENACITY (FPB). October 27 at Portsmouth. Home Sea Service. Base Port Rosyth, but operating from Portland until April, 1973, approximately.
HIGHTBURN (CMS). October 25 (tentative date), at Gibraltar. Base port Rosyth. Home Sea Service.

NOVEMBER

HYDRA (Survey Ship). November at Singapore. Foreign Service (Far East). (Phased). L.E.P.
NUBIAN (GP Frigate). November 30 at Rosyth. General Sea Service. Home / West Indies. R.M.
FEARLESS (Assault Ship). U.K. cooks and stewards replace L.E.P.
LEANDER (GP Frigate). November 16 at Devonport. General Sea Service. Home/East of Suez. Captain's command with full staff.

DECEMBER

ARIADNE (RP Frigate). Mid-December. Trials crew at Devonport. Port Service. Commissions January, 1973 (tentative date).
EASTBOURNE (A/S Frigate). December at Rosyth. Home Sea Service. MEA's training ship.

JANUARY, 1973

EURYALUS (GP Frigate). January. C. and M. party at Devonport. Port Service.
HAMPSHIRE (GP Destroyer). January 15. Trials crew at Portsmouth. Port Service. Commissions April 27, 1973.
ARIADNE (GP Frigate). January (tentative date) at Devonport. General Sea Service. Home / East of Suez.
KIRKLISTON (M/H). January. Long refit party at Devonport. Port Service.
LEANDER FLIGHT. January at Portland. General Sea Service. Wasp.

FEBRUARY

MAXTON (M/H). February 8 at Rosyth. Home Sea Service. 1st MCM Squadron.
TRIUMPH (FMS). February. Refit crew at Portsmouth. Port Service.
KEPPEL (A/S Frigate). Mid-February at Gibraltar, prior to entry in standby Squadron. Home Sea Service/Port Service.
ESKIMO FLIGHT. February, at Portland. General Sea Service. Wasp.

MARCH

HERMES (LPH). March 2. Trials crew at Devonport. Port Service. Commissions May 31, 1973.
CLEOPATRA (GP Frigate). March. C. and M. Party, at Devonport. Port Service.

ESKIMO (GP Frigate). March 1 at Chatham for trials. Port Service. Commissions May 24. L.E.P.

APRIL

AJAX (GP Frigate). April 18 at Devonport. Trials crew. Port Service. Commissions June 14.
HAMPSHIRE (GM Destroyer). April 26 at Portsmouth. General Sea Service. L.E.P.(A).

MAY

ESKIMO (GP Frigate). May 24 at Chatham. General Sea Service. Home/West Indies. L.E.P.(C).
HERMES (LPH). May 31 at Devonport. General Sea Service.

JUNE

ENDURANCE (Ice Patrol Ship). June at Portsmouth. 50 per cent. of ship's company. (R.M.). General Sea Service. Home/South Atlantic, South America.

ARETHUSA (GP Frigate). June. C. and M. Party. Devonport. Port Service.
LLANDAFF (A/A Frigate). June (tentative) at Chatham. General Sea Service.
AJAX (GP Frigate). June 14 at Devonport. General Sea Service. Home/East of Suez / Home. Captain's Command with full staff.
GURKHA (GP Frigate). June. L.E.P. ratings replace U.K. Cooks and Stewards.

JULY

TARTAR (A/S Frigate). July 30. Trials crew at Portsmouth. Commissions November 30. Port Service.
FALMOUTH (A/S Frigate). July. L.E.P. ratings replace U.K. Cooks and Stewards.

NOVEMBER

TARTAR (GP Frigate). November 30 at Portsmouth. R.M. General Seas Service. Home/West Indies. L.E.P.

DECEMBER

HERALD (Survey Ship). December. Trials crew at Chatham. Port Service. Commissions January, 1974.

NOTES

Drafting action for men for trials crew (who will form part of the final complement) is initiated between nine and six months before the dates quoted.

These periods should be borne in mind when preferring requests to volunteer for service in particular ships.

L.E.P. is the abbreviation for locally entered personnel.
Ships in which locally entered Cooks and Stewards are to be borne in lieu of U.K. ratings are shown as follows: A—All Cooks and Stewards, B—All Cooks and Stewards, other than P.O. Cook; C—Stewards and Cooks for Captain and Wardroom.

Submarine drafting

The final manning date is the date when the whole crew will be complete. Drafts will start arriving four months before the final manning date.

SEPTEMBER

OTTER — At Birkenhead. Final manning date September.

NOVEMBER

CACHALOT — at Devonport. Final manning date November 17.

DECEMBER

ONYX — at Portsmouth. Final manning date December 11.

FEBRUARY, 1973

OTUS — at Devonport. Final manning date February 9.

APRIL

ORACLE — at Portsmouth. Final manning date April 30.

JULY

FINWHALE — at Portsmouth. Final manning date July 23.

AUGUST

OCLOT — at Rosyth. Final manning date August 24.

DECEMBER

OSIRIS — at Devonport. Final manning date December 14.

Drafting preference cards for Electrical branch volunteers are required as follows: Cachalot — mid-May, 1972; Onyx — mid-June; Otus — mid-August; Oracle — end of October; Finwhale — end of January, 1973; Oclet — end of February, 1973; Osiris — mid-June, 1973.

Volunteers from other branches are required not more than one month after Electrical branch.

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SPORT

Sub-Lieut. The Prince of Wales was among the supporters when the ship's cricket team of H.M.S. Norfolk, led by Lieut.-Cdr. Tony Rogers, played the Duke of Norfolk's XI on the Arundel Castle cricket ground on July 14.

The Duchess of Norfolk, who launched H.M.S. Norfolk in 1967, was presented with a framed photograph of the ship and a ship's badge.

The Norfolk cricketers lost by 96 runs, but enjoyed an otherwise perfect day.



The Duke and Duchess of Norfolk, and Sub-Lieut. the Prince of Wales, photographed with the H.M.S. Norfolk cricketers.

Champs march on...

During July the Royal Navy's Inter-Service cricket champions have scored their first victory over the Civil Service at Chiswick for nearly 20 years, seen the season's first representative century scored by Navy skipper Simon Newsom against United London Banks, tied a two-day match against Quidnuncs, and beaten Devon by 34 runs, reports Smiter.

ALL SQUARE

With one wicket left on July 16, Quidnuncs (Cambridge University past and present) wanted two runs from the last ball to win. They got one, leaving the scores level after over 800 runs in the four innings.

Batting first, the Navy declared at 206 for nine. Then Lane took five for 16 in his first 12 overs. But David Haywood and John Hutton, younger son of Sir Leonard, scored freely, enabling Quidnuncs to declare 20 behind.

Although, in the second innings, Toft (63) and Robinson (23) kept the score moving, the Navy were 137 for eight when Michells joined skipper Newsom. They took the score past 200 before Newsom declared leaving Quidnuncs 225 to win in 2½ hours.

Powerful batting by Haywood (93) and Hutton, who took 15 off one over from Lucas, plus excellent running, kept them up with the clock — until that final over.

Royal Navy 206 — 9 dec. (Toft 55, Lucas 39, P. Dunt 33, Whyte 32), and 204 — 8 dec. (Toft 63, Newsom 54).

Quidnuncs 186 — 8 dec. (Lane 5—52, Michells 2—37), and 224 — 8 (Lane 2—51, Michells 2—13, Lucas 2—68).

GOOD WIN

On July 5, Civil Service started cautiously in the 55-overs match against hostile and accurate bowling from Lane, Healey, Lucas and Grace.

The Navy fielding did not relax, and, in two memorable pieces of cricket, Lucas first took a running catch in the deep, then ran a batsman out by hitting the stumps from the boundary.

As the Navy chased 201 to win, Lane smashed 44 (not out) in 28 minutes off 29 balls. Moylan-Jones gave splendid support, finishing with 89 not out, and the Navy sailed home with three balls to spare.

Civil Service 200 — 8 (55 overs). Royal Navy 201 — 4 (Moylan-Jones 89, Lane 44, Wells-Cole 31).

FIRST 'TON'

The match against the united London Banks at Norbury the following day petered out into a tame draw despite some fine Navy batting.

Newsom and Craven put on 156 for the fourth wicket, a declaration being made when Newsom was caught for 105, the first representative century of the season.

Royal Navy 225 — 5 dec. (Newsom 105, Craven 66). United London Banks 217 — 4.

DEVON BEATEN

Returning four for 14 in 15 overs, consistent seam bowler Michells played a big part in preventing Devon from getting the 156 they needed to win a 55-overs match at Mount Wise on July 22.

Royal Navy 155 — 9 (Craven 31 not out, Robinson 30). Devon 121 — 8.

SPORT SPOT starts on page 37

Fixtures

AUGUST

- 1 — Swimming Water Polo; RN v. Civil Service, Ganges.
- 1—5 — Tennis: RN Championships, Wimbledon.
- 1—2 — Athletics: RN Decathlon Championships, Victory Stadium.
- 3—4 — Cycling: I.S. Track Championships, Alexandra Park.
- 4 — Cricket: RNCC v. Free Foresters, Drake.
- 5 — Athletics: RNAC(S) Lovegrove Trophy, Bournemouth.
- 7—8 — Swimming Water Polo: I.S. Championships, Guildford.
- 7 — Tennis: I.S. Championships, Wimbledon.
- 11—12 — Cricket: C.S. v. Ireland, Downpatrick.
- 13 — Cricket: RN v. Sussex 2nd XI, Hove.
- 18—31 — Swimming: C.S. Tour of Canada starts.
- 25 — Cricket: RN v. Hampshire 2nd XI, U.S. Portsmouth.
- 26 — Athletics: Olympic Games Start, Munich.
- 28—30 — Cricket: Inter Services Championships, Lords.

SPORT WITH A SPRING

Although H.M.S. Collingwood won the senior team event in the RN/RM trampoline championships at H.M.S. Temeraire on July 7, the Royal Marines were well to the fore.

Second and third places went (respectively) to Depot RM and RMB Eastney, while the individual event was won by Col-Sgt. B. S. Millerchip (Eastney) with L/Cpl. Miles (CTCRM) second. Third was LEME Jewells (Collingwood).

GOLFERS JUST ESCAPE 'WHITEWASH'

In the Inter-Services Golf Championships, the Royal Navy's golfers fell far short of their target of winning the trophy for the first time since the war.

In fact, they were almost white-washed by the R.A.F. (11½—4) and lost 9—3 to the Army.

It was simply because the Navy came up against better golfers, writes the Shanker.

The unusually severe conditions at St Georges in mid-June were against the Navy. Throughout the tournament the wind was hardly ever less than Force six, and, in such conditions, usually the better golfers triumph.

The vast gap between category one golfers (handicap three and below) and even the lowest category two golfers became readily apparent.

While all the R.A.F. golfers, and (with one exception) the Army team, were category one players, only two of the nine

Navy golfers had handicaps of less than four.

It's a sad situation that only eight golfers currently serving in the Royal Navy have handicaps of four or below.

The one Navy golfer who emerged with credit was Band Sgt. John Welton (H.M.S. Ganges).

He was one of the last team members to be selected, and, although he only secured half a point from his three matches, he played very well. He will benefit from the confidence he has gained.

After the Inter-Services, the Royal Navy was due to be represented at the Ferndown Four-somes on July 29—30 by CPO Bryan Blaber (Defiance), CPO Jock Lawrence (Heron), Lieut. Neil Marsden (Ganges) and Lieut.-Cdr. Ron McLean (Seahawk).

R.N. TOURNEY

The Royal Navy Championships at Stoneham on September 21 and 22, (which will include the Inter-Command stroke play championships) are open to all officers and

men of the Royal Navy and Royal Marines with a handicap of 10 or below.

Players wishing to compete should enter with the help of their command secretaries — the closing date being September 8.

Entries are limited to 50 and, if necessary, a ballot will be held, so the best advice is to get your entry in early.

AIR TAKE TENNIS TITLE

After a final struggle against Plymouth, Naval Air Command won the Inter-Command tennis championship at Portsmouth on July 6 and 7 for the first time since 1963.

Six commands — Portsmouth, Air, Scotland, Medway, Royal Marines and Plymouth — took part in the tournament which was divided into two leagues.

In League A, Plymouth beat Portsmouth 5—4 and Scotland 9—0. Portsmouth beat Scotland

8—1. In League B, Air beat Medway 8—1 and Royal Marines 8—1. Medway beat the Marines 6—3.

In the final, Air Command won all three fiercely contested doubles matches, plus three of the singles (with one halved), to take the Morice Bowl and the championship with a 6½—2½ victory.

Captained by Lieut.-Cdr. A. J. Spruce (Daedalus), the Air team was — Cdr. A. Norman (Portland), Lieut. G. Warner (Portland), CPO J. Purdy (Daedalus), CPO T. Lucas (Daedalus) and REM D. Goodman (Yeovilton).

In the Finn Class national championships, Mid. David Howlett was sixth, Band Cpl. David Moore 17th and Lieut. Rick Pharaoh 23rd. There were about 60 competitors.

PETER WINS 'MILE'

Although injuries robbed the Navy of two of their top performers, Peter Gabbett and Jim Douglas, there were some creditable performances in the Inter-Services athletic championships at Portsmouth on July 19.

Olympic man, Sgt. John Watts, not only won the discus, in which Sgt. E. Kelland R.M. was second, but he also broke the Inter-Services shot record.

There was a magnificent effort from EMA Peter Horwood to win the 1500 metres in 3min. 55.9sec., while hard fought second places were achieved by the new Navy record holder, Lieut. Eamon Fitzgerald, in the high jump and Sgt. A. Toms in the pole vault.

LREM L. Bovell and Cpl. B. Hogg were second and third in the 110 metres hurdles.

Final points score: RAF 153, Army 124, Navy 97.

Top Wren athlete Deirdre Watkinson showed the opposition a clean and powerful pair of heels in the 200 and 400 metres, and the WRNS did very well to take second place in the women's championship.

Final scores: WRAC 97, WRNS 58, WRAF 52.

ing with his British record breaking run in Athens, he had to drop out of the Three A's race and Achilles tendon trouble kept him out of the running for Olympic selection.

Bad luck also befell yachtsman, Midshipman David Howlett, who came third in the selection trials for Finn dinghies. There was only one place for the Olympic Sailing Championships at Kiel.

But Howlett and Lieut. Rick Pharaoh, both members of the R.N. Sailing Association, had been short listed among the final ten from which the Olympic representative was chosen.

The Navy's other international or near-international sportsmen have made strenuous but unsuccessful efforts through the season to get among the Olympic hopefuls.

For example, swimmer John Blake has improved his times, but so have other swimmers. And elimination in the ABA quarter-finals did not enhance the chances of England international lightweight boxer, AB Peter Voce.

But, back in the sailing world, former Navy man Rodney Pattison, gold medallist at Mexico, is again Britain's representative in the Flying Dutchman class.

Watts goes to Munich

After a season of suspense, Sgt. John Watts, gentle giant of the Royal Marines, has bought his Olympic ticket to Munich. His qualifying throw at the AAA Championships was just in time to win him selection for the discus.

Injury has hit both the Navy's other top two international athletes. Britain's best decathlon man, Peter Gabbett, although almost a "cert" for Munich, had to wait until July 29 and 30 when an international match against Belgium and Holland at Popen-daal would give him the opportu-

ity to prove his fitness to the selectors.

But the cruellest luck still dogs 1500 metres runner, Cpl Jim Douglas.

Having fought back to fitness after last season's injuries, and got well into the Munich reckon-

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Sgt. A. Toms R.M., second in the Inter-Services pole vault.



SPOT

WHALER
WINNERS

You've undoubtedly heard of the magnificent seven, well the Chatham Fleet Maintenance Unit has gone five times better and produced the "victorious dozen"!

The 12 men formed the unit's teams which took first and second places in the annual one-mile whaler race on the Medway.

Leaving five other boats in their wake they collected the Warren Shield, two other silver trophies — and a bottle of "bubbly."

Rowing the winning boat were MEAs Tony Cartwright (cox), Lewis Norris (stroke), William Murphy and Antony Haworth, POMEM George Birkett, and MEM Mark Hayward.

Runners-up were MEAs Russell Coulson (cox), David Harrison and George Preston, MEMs Adrian Paris and Geoffrey Woolf, and OEM Michael Power.

Navy hold on to
keelboat title

Led by Commodore C. J. A. Johnson, the Royal Navy retained the Inter Services Keelboat Championship at Seaview.

With Commodore Johnson (chairman of the Navy sailing selection committee) were navy's sailing coach CPO Roy Mullender, and Peter Hayward, an old hand at Seaview.

The other three boats were helmed by Inst-Lieut. Roy Bate (H.M.S. Daedalus), Lieut. Richard Prest (H.M.S. London), and CPO Peter Woolner (Naval Air Command).

In fine weather with an excellent sailing breeze, the first race saw the R.A.F. beat the Army by 9½ to 26.

Then followed a fiercely contested match between the Army and the Navy. After protests had been sorted out and one Army boat disqualified, the Navy came out on top.

In the final race, the R.A.F. and Navy sailed in stiff wind conditions and a strong tidal stream. Offshore conditions were rough and the long beat to windward finished with the Navy in a good position.

They strengthened this on the second round to win with 15½ points to the R.A.F.'s 20.

The order was: 1, Johnson (Navy), 2 Bate (Navy), 3 Maile (R.A.F.), 4 Jennings (R.A.F.), 5 Newman (R.A.F.), 6 Prest (Navy), 7 Woolner (Navy), 8, McLean (R.A.F.).

So, with two wins to the R.A.F.'s one, and none for the Army, the Coningham Cup stayed in Navy hands for the second successive year.

SAILING
TOPICSBig naval entry
in tall ships

The naval colleges at Dartmouth and Manadon are entering a strong team of eight yachts for the Cowes to Skaw (North Denmark) tall ships race which starts on August 16.

Seven of the well proved Morgan-Giles 43ft. seamanship training craft are taking part, with the old Windfall 85 square metre, Capella. They will be among the smallest craft in the race and are all in Class BIII.

Despite their lack of size, college yachts have a good record in tall ships races. In 1970 Martlet was overall winner of the Corunna race and Capella took line honours.

Four of the yachts will be skippered by officers under training and all will be crewed by midshipmen and sub-lieutenants from the colleges.

After the race — expected to take about eight days — the yachts will visit Malmo (Sweden), Copenhagen, and Lubeck (West Germany) where almost every European sail training vessel will be assembling for the Kiel Olympic week.

Here the crews will be relieved by others from the colleges. The yachts will cruise home via the Kiel Canal and North European ports.

College entries are: Gawaine — Sub-Lieut. Tim Lough (RNEC), Galahad — Sub-Lieut. Warwick Rosier RAN (RNEC), Martlet — Lieut.-Cdr. Hugo White, Wyvern — Lieut. Mike Critchley, Leopard — Lieut.-Cdr. John Pangbourne, Gryphis — Lieut.-Cdr. James Oliver, Pegasus — Mid. R. Elwyn Jones, Capella — Sub-Lieut. Roy Clare (all BRNC).

Admiral is
the skipper

Marabu, the sail training yacht of the Commander-in-Chief, Naval Home Command, will be skippered in the 630-mile Cowes to The Skaw race by Admiral Sir Horace Law, who retired recently as Commander-in-Chief.

With him will be her permanent crew, CPO R. Milton and PO W. Porter, and juniors selected from Portsmouth area establishments.

The tall ships will be able to race back after visiting Malmo, Lubeck and Kiel) from Heligoland to Dover, and the Marabu will be skippered home by Sub-Lieut. Evans with a crew of juniors from H.M.S. Ganges.

Another naval entry is the Naval Air Command yacht Merlin, which will be skippered on the way out by Navy sailing coach CPO Roy Mullender and brought back by Lieut.-Cdr. D. J. Green.

From St Vincent
to the Nationals

One man who watched the Navy swimmers at the ASA national championships with interest was POEL Alexander "Sandy" Hindshaw, of H.M.S. Daedalus.

Sandy, a qualified coach, devotes every evening of his week (except Friday) to swimming.

On Monday and Wednesday he coaches a Gosport school team and on Tuesday and Thursday he helps at Southampton S.C., the club which took him to the nationals as assistant to its coach, Dave Haller.

Southampton were the top club in the championships, getting three swimmers into the Olympic squad and breaking three Commonwealth records.

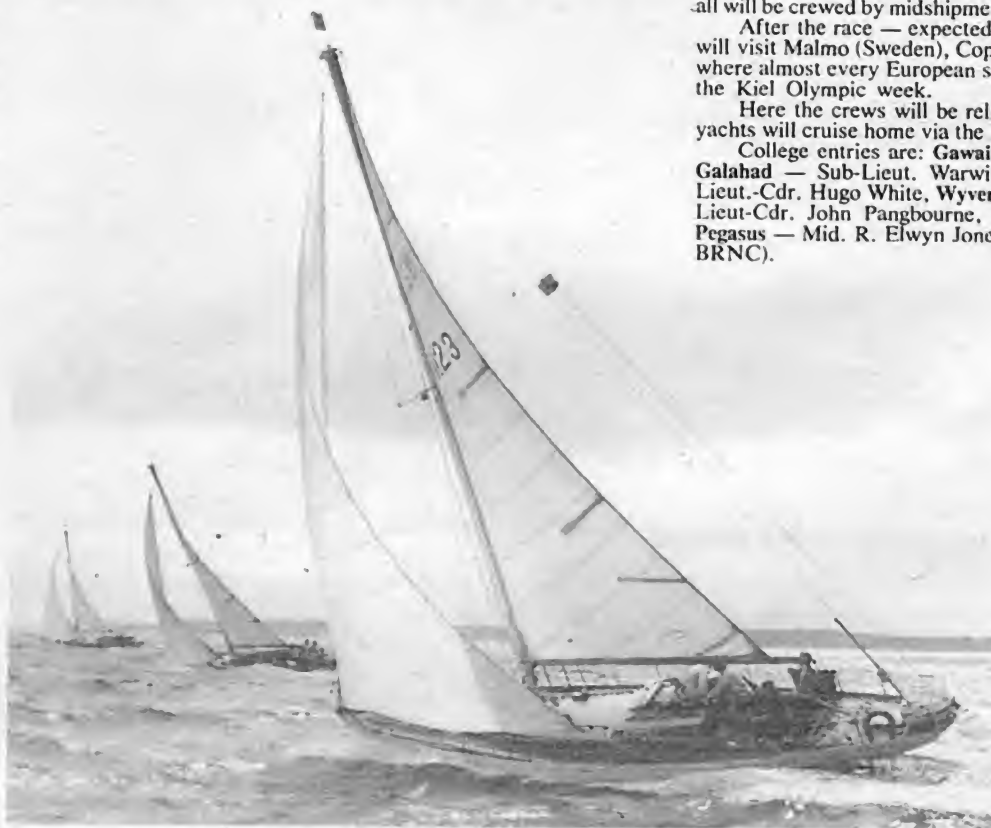
But Sandy devotes Thursday evenings to St Vincent S.C. at Gosport. Run by CPO Larry O'Connor, this club caters for naval families in the Portsmouth area, and the ages of its present 40 members range between 7½ and 14.

To Sandy, it provides an important starting point in the chain which could lead a naval youngster to future swimming glory.

V for Victory

With their four Navy swimmers away at the national championships H.M.S. Victory (R.N. Barracks, Portsmouth) still won the Portsmouth Command Swimming Championship with 69 points. H.M.S. Dolphin were second with 59.

The Wrens' title was won by H.M.S. Dryad.



Making a fine picture are three of the naval college yachts in the Tall Ships Race from Cowes to The Skaw.

It's bronze
again

For the second successive year, Royal Navy swimmers came away from the A.S.A. national championships at Crystal Palace with a team medal. Like last year at Leeds, they won the bronze in the 4 x 100 metres freestyle relay.

App. CHAMPIONS!

Apprentices at H.M.S. Caledonia (the marine engineering artificer training establishment) were the home team, and the champions, when the Royal Navy (Scotland) swimming championships were held there.

They mopped up 151 points while their closest rivals, H.M.S. Neptune, scored 124. H.M.S. Cochrane got 28 points and H.M.S. Lochinvar 19.

The team and individual awards were presented by Rear-Admiral Peter White, Port Admiral, Rosyth. PO/App C. Bailey received the Championship trophy on behalf of the team.



Picture: LA N. A. Forrester.

Rear-Admiral Peter White, pictured with H.M.S. Caledonia's winning team after the Royal Navy (Scotland) swimming championships — Left to right: (back), MEA/Apps Symes, Evans and Smith; (centre), MEA/App Powers, MEA(P) Greenbank, MEA/Apps Parkin, Robinson and Wiseman; (front), MEA/Apps Gray, Ward, Bailey and Taylor.

But the team was eight seconds faster than last year, and three seconds inside the 1971 winning time — which shows how much the standard has improved and how tough the competition is in Olympic year. The race was won by Southampton with Madeley College second.

During the race, John Blake improved his 100 metres time by two seconds to 55.2, but failed by only 0.2 seconds to reach the Olympic qualifying standard.

Chris Boothby swam well in the relay and the individual 100 metres freestyle for which he was first reserve for the final. Dave Waller and Dave Finnegan turned in their best times in the breast-stroke events but failed to qualify for the finals.

In the medley relay final the Navy came sixth after returning the eighth fastest time in the heats.

It was only the third year that the Navy had been at the ASA Championships, and results were encouraging. Navy swimmers were John Blake, Chris Boothby, Dave Wilson, Dave Waller, Dave Finnegan, Barry Sheppard and Jim Pearson.

MEDAL MAN

Navy newcomer Waller dominated the junior inter-Services tournament at H.M.S. Ganges, winning three individual events — the 220 and 440 yards freestyle and individual medley — in record breaking times, and also swimming in the record breaking medley relay team.

He thus became the first sailor to win four medals in an inter-Services swimming event.

In the Navy's junior championships he had already improved Dave Wilson's 880 yard freestyle record by 15 seconds to 10min. 3.4sec., set new records in the 220 and 100 yards breast-stroke, and knocked seven seconds off the Inter-Services individual medley record.

In the junior Inter-Services breast-stroke, JS Mike Eustace put in a strong finish to beat the Army swimmer. But the Navy lost the tournament to the Army by just two points.

SCOTS CAPTAIN

Lieut. George Steele is to captain the Scottish water polo team for its coming tour of Mediterranean countries.

Results in the Navy's water polo area tournaments sent Portsmouth and Royal Marines to the final at the inter-Command swimming championships.

Area A — Scotland 10, Naval Air Command 1; N.A.C. 2, Portsmouth 6; Portsmouth 10, Scotland 7.

Area B — Royal Marines 10, Plymouth 6; Royal Marines 15, Medway 2; Plymouth 20, Medway 0.

BIG RACE
PRIZE FOR
'SMOKE'

With a very fast corrected time, Lieut. Guy Hornett, in Blue Smoke, assured himself of the R.N.S.A. trophy for the association's first finisher in the Trans-Atlantic single-handed race, and, when "Navy News" inquired on July 28, was firm favourite for the overall monohull prize.

His elapsed time was 33 days, 21 hours, 2 minutes — corrected time (on handicap) 7 days, 7 hours, 6 minutes.

Other RNSEA finishers at that date were: Capt. Mike McMullen RM (Blinks II), 31 days, 18 hours, 10 minutes (10, 13, 30); and Lieut. Richard Clifford RM (Shamaal) 38 days, 10 hours, 30 minutes (13, 3, 10).

Navy find
range for
a trophy

The Royal Navy won the Inter-Services long range match at Bisley for the third time in the past four years. Scoring 569 points out of 600, they beat the Army by two, the Army's Volunteer Forces by four, the R.A.F. by seven and the Royal Marines by 14.

CPO Veal (Raleigh) and PO Watson (Daedalus) both scored "possibles."

The Canadian Forces won the short range and "United Service" matches, the Army took the sub-machine gun match for the sixth successive year, and the R.A.F. won the Burdwan Cup for the best overall performance in the Inter-Services matches.

RAMON GETS HIS BLACK BELT

An Australian, in England for his SD officer's course at H.M.S. St George, has been promoted to 1st Dan (black belt) by the British Judo Association.

CPO Ramon Lawrence RAN, is well known in the Royal Navy judo world.

When serving with the submarine H.M.A.S. Onslow at Greenock, in 1969, he came fifth in the Scottish championships and was selected for the 1970 Scottish national training squad, but returned to Australia before taking

part.

Back home, he won the middleweight section in the New South Wales non-title holders championships and, the same day, was runner-up in the open event. He was twice selected for the state squad after winning several other championships.

After returning to U.K. in April, Ramon reached the semi-finals of the Southern Area championships before injury forced him to retire.

Berwick aids race yacht trio

Instead of anchoring to mark the finishing line of the Newport (Rhode Island)-to-Bermuda yacht race, H.M.S. Berwick became involved in three rescues at sea.

During the closing stages of the race, the weather deteriorated dramatically, distasting two of the contestants and giving cause for concern about the safety of others.

The frigate managed to locate the 50-foot American yacht Nepenthe in visibility down to 150 yards and in winds gusting to 45 knots. Once the situation was under control, the Nepenthe was transferred to a Bermudan tug for safe return to harbour.

H.M.S. Berwick was then despatched about 200 miles to the west to aid the yacht Selina King, on passage from the Virgin Islands to Bermuda with only the owner and his wife on board.

Exhausted, and with supplies running short,

The howling wind and flying spray can almost be felt in this dramatic picture as H.M.S. Berwick prepared to take in tow the distasted yacht Nepenthe.

Picture: CEA Eric Peachey



the couple were taken to the Berwick's sick bay, while a crew from the ship sailed the yacht back to Bermuda.

Assisting Lieut. Andrew Ritchie to sail the yacht were PO David Bull and four others.

'Sail Navy' signal

All was not yet over, for the Berwick then headed for the distasted yacht Duchess of Devonshire, which was located and towed the 190 miles back to Bermuda.

As the Berwick passed through the Narrows, she was greeted by the Selina King, which had made a record passage back to Bermuda flying the signal "Sail Navy."



QUEEN WITH THE NAVY

The Queen's programme for the end of July included taking Divisions at Britannia Royal Naval College, Dartmouth — the first time that Her Majesty had visited the College as Lord High Admiral.

An earlier naval call by the Queen had been to see Prince Charles in his ship H.M.S. Norfolk, where this charming picture was taken in the galley. Receiving the royal visitor was Chief Cook Stan Allan.

Picture: CPO Dave Morris

Fixed rates of exchange

In answer to a Commons question, the Minister of State for Defence (Lord Balniel) said that servicemen overseas and in H.M. ships draw foreign currency against pay allowances at fixed rates of exchange.

They are thus protected from market fluctuations in rates, including those following the floating of the pound, he said.

WEST HOE

An aircraft carrier, commando carrier, cruiser, two destroyers and three frigates were among the fleet which assembled at Devonport on July 17 and 18 after the week-long Exercise West Hoe.

First past the Breakwater was the guided missile des-

'ARMADA'

Big line-up at Plymouth

troys H.M.S. Fife, followed by the commando carrier H.M.S. Bulwark, returning to her home port for the first time in seven months.

Other arrivals that day were the cruiser H.M.S. Blake, the frigates H.M.S. Lynx, Jaguar and Achilles, and the destroyer Caprice.

The "armada" was joined next day by the aircraft carrier H.M.S. Ark Royal and

the R.F.A. tanker Tidereach.

And to complete the picture in Plymouth Sound three ships of the Standing Naval Force Atlantic chose the same day to pay a visit. They were H.M.S. Aurora, the U.S.S. Bigelow and the Portuguese ship Almirante Da Silva.

WHAT A DIFFERENCE A DAY MAKES

S.D. Officers' School candidates, in Operation Enterprise training, completely refurbished and transformed the kitchen of a home for retired people — all in 24 hours, non stop.

Yarmouth's 'Gold'

(Continued from page 1)

The Yarmouth arrived at the scene shortly before nightfall, located the vessel, and the helicopter winched aboard Lieut. John Lippiatt, who remained to supervise the rescue. Thirteen of the 42 crewmen asked to be taken off.

Fortunately, the freighter's generators were still working, giving some light for the night winching.

Leading Airman Richard Taggart was helicopter winch operator, and Leading Seaman Harry Atkinson, the helicopter controller.

H.M.S. Yarmouth sailed for

Hong Kong, while the 29 men remaining aboard the freighter waited for it to float off, but five hours later SOS again!

Typhoon Susan had turned vicious, and once more the frigate went to the scene to evacuate the remaining men from the Oriental Falcon.

An hour before the Yarmouth was due to leave Hong Kong at the end of her month's duty as guardship, the captain, Commander David Cowling, was presented with a gold plaque from the freighter's agents, "in appreciation of the valour and gallantry in rescuing the crew."

Apollo — the Space Age frigate

The commissioning ceremony for H.M.S. Apollo, last but one of the Leander-class frigates and ninth of her name, took place at Devonport in July.

Among those who accepted invitations to attend were a number of old Apollos, including Capt. J. A. Grindle, who commanded the eighth Apollo from 1943-45; Cdr. R. A. G. Butler, who served in the ship from 1943-47; Cdr. E. Stokes, who was

a pilot in the sixth Apollo — a cruiser; and Mr. W. Moon, a leading stoker in the sixth Apollo from 1918-20.

From the United States Embassy in London the new frigate has received a picture of Apollo 9 in space, signed by Astronauts McDivitt, Scott and Schweikart.

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Tiger in the lead

The ship's company march-off following the commissioning ceremony at Devonport in July for H.M.S. Tiger was led by Chara, a Siberian tiger cub, who had been lent for the occasion.

Many hundreds of people attended the ceremony, including families of ship's company members, and chief guest was Admiral Sir Nigel Henderson, a former C-in C. Plymouth and until last year Chairman of the NATO Military Committee. Lord Carrington, Secretary of State for Defence, was also present.

The ceremony concluded with Lady Henderson cutting the 60-lb. commissioning cake.

The Tiger, while retaining her capabilities as a conventional cruiser, will following her conversion, now be able to carry four Sea King helicopters, giving her a new operational dimension as a powerful anti-submarine ship.

After trials later this year, the Tiger, which is commanded by Capt. D. T. Goodhugh, will go to Portland for work-up before becoming fully operational with the Fleet in 1973.

Lieut.-Col. Holloway, representing Tiger Company of the Royal Anglian Regiment, has a "word" with Chara, the Siberian tiger cub, and her handler, LMEM Faulkner.

Photo: LA(Phot) Bob Stanyard.